

City of King West Broadway Master Plan

A Professional Project

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By

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ABSTRACT

City of King West Broadway Master Plan

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This document is a professional project and academic companion piece completed to partially fulfill requirements for the attainment of a Masters in City and Regional Planning at California Polytechnic State University, San Luis Obispo. The project is the City of King West Broadway Master Plan (Plan). The Plan was completed over the course of a year for a real-world client (The City of King) and provides new form-based code recommendations in the Plan Area. The Plan is included as Appendix A. The companion piece is intended to provide additional background research that was conducted during the planning process, but omitted from the final project. In the companion piece, I first explain why I selected the WBMP for my professional project. Next, I elaborate on the sources and inspiration for the goals of the project that are listed in the plan including grant requirements, input from the public, and current planning practices. Finally, I provide background research and justifications for two parts of the plan that have little reasoning in the text: mobilehome relocation law and the suggested development standards.

Keywords: Master Plan, Smart Growth, Development Code, Form-Based Code

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I. INTRODUCTION

In September of 2010, I began working on a professional project to fulfill requirements for the attainment of a Masters in City and Regional Planning at California Polytechnic State University, San Luis Obispo. In Spring 2011, I completed my project, the City of King West Broadway Master Plan. The Plan is included as Appendix A. It should be noted that I completed all of the work for the Plan with the exception of the Circulation chapter, which was outside the scope of this project.

This companion piece is intended to provide additional background research that was conducted during the planning process, but omitted from the final project. In this paper, I first explain why I selected the WBMP for my professional project. Next, I elaborate on the sources and inspiration for the goals of the project that are listed in the plan including grant requirements, input from the public, and current planning practices. Finally, I provide background research and justifications for two parts of the plan that have little reasoning in the text: mobilehome relocation law and the suggested development standards.

II. WHY WBMP?

I selected West Broadway Master Plan as my master's project for a variety of reasons including the ability to manage a project through a consulting firm, its social justice orientation, the public outreach component, and because it would require that I acquire new skills.

First, it was a project that implemented a grant through the work of a consulting firm. This provided me with an opportunity not available in the classroom or hypothetical project. I was required to complete tasks on time and within budget while producing a product that was academically defensible and professionally appropriate. This professionalization opportunity ended up being one of the most important parts of my education at Cal Poly.

Second, while the main thrust of the project ended up being the development of Form Based Code (FBC), it required that I research and understand numerous social justice issues from access to housing to pedestrian and bicycle circulation. The project also required that I seriously think about the relationship between the built environment and social welfare indicators. While I believe the new FBC will enhance safety and accessibility for pedestrians and bicyclists as well as increase the economic viability of the Plan Area over the next several decades, this project also made me keenly aware of all the other factors that must be addressed for a place to thrive. For instance, focusing exclusively on the built environment ignores local entrepreneurship, empowerment through participation, the coordination of local groups through programs and policies, and the local economic stimulation, to name a few.

Third, I had considered doing a thesis on public outreach and public participation. The WBMP provided me with an opportunity to design and execute a public outreach program in a City with historically low levels of representative public participation. I learned many lessons through the process and though I made some mistakes, I feel the experience of conducting a public outreach program like this, with the budgetary and environmental constraints, has been an immensely valuable educational experience whose lessons I will continue to learn and apply to future work.

Fourth, while I was intrigued by the project's original aim of design guidelines, I was even more excited when the project shifted to FBC. While I have learned a lot about what design guidelines and development codes do, I was interested in a project where I was actually faced with the task of developing them. The calibration of FBC for the plan area (explained in Chapter V) was challenging, but again, has provided me with valuable lessons and insights that can be applied to future projects I engage in as a professional planner.

III. PLAN GOALS: WHY AND HOW

The goals listed in the Plan (Section 3.1 Preferred Plan Goals) were settled after a long process and were formulated from grant requirements, public input, and current planning practice. Though all three of these topics are talked about in the Plan, the sections were edited to only have essential information in them. This chapter expands on that essential information.

Grant Requirements

According to the grant requirements, “The Project must includes analysis of and recommendations for: 1) existing development and circulation patterns; 2) improved bicycle and pedestrian linkages; 3) improved ADA compliance; 4) street medians; 5) mixed-use and pedestrian-oriented design standards and guidelines; and 6) a public participation program.” For the purposes of my professional project, I completed tasks one, five, and six. However, midway through the planning process, the City decided an update to their development code in the Plan Area would be more useful. Therefore, grant requirement five was amended to replace guidelines with development standards and form-based code. In addition to these requirements, the grant also calls for the creation of a Smart Growth theme. For information on his the Smart Growth theme was developed, see “Current Planning Practices”, below.

Public Input

As with most planning projects, the public participation component of the WBMP had many purposes. First, the program was required by the project's funding source. Beyond that, though, the outreach program provided numerous opportunities to educate, communicate, and obtain valuable information from a variety of residents, business owners, and City officials. As Wates (2000, p.2) explains, "It is widely recognized that [public outreach] is the only way that people will get the surroundings they want. And it is now seen as the best way of ensuring that communities become safer, stronger, wealthier, and more sustainable." Although some criticize public outreach as being an unnecessary expense in the planning process, Creighton notes a number of benefits, including improved quality of decisions, minimizing cost and delay, consensus building, increased ease of implementation, maintaining credibility and legitimacy, and anticipating public concerns and attitudes (2005, p.18). In this section, I briefly discuss the theoretical backing and benefits of public outreach and then address outreach lessons that weren't mentioned in the plan.

Creighton (2005) defines public participation as "the process by which public concerns, needs, and values are incorporated into governmental [...] decision making. It is two-way communication and interaction, with the overall goal of better decisions that are supported by the public" (p.7). Sanoff (2000, p. 9) clarifies Creighton's definition when he notes:

The purposes of participation have been more modestly defined to include information exchange, conflict resolution, and supplementation of planning and design. Participation reduces the feeling of anonymity and communicates to the

individual a greater degree of concern on the part of the management or administration. With participation, residents are actively involved in the development process; there will be a better-maintained physical environment, greater public spirit, more use satisfaction, and significant financial savings.

Creighton goes on to say, "The word participation has many different meanings. Some people use it as if it were synonymous with public information programs [,however,] participation is best understood as a continuum" (p.8). There are four categories on Creighton's continuum:

1. Inform the public
2. Listen to the Public
3. Engage in problem solving
4. Develop agreements

This continuum underscores the idea that public participation is multi-faceted and contextual. Different levels and types of participation are appropriate depending on specifics of the project including who is affected by the project, where the project is occurring, and what type of project is being undertaken. As Sanoff (2000, p.8) explains, "participation is contextual, so participation varies in type, level of intensity, extent, and frequency." Understanding which part of a project requires which level of outreach is critical for success. Faga suggests, "When designing a public process, it's best to start by answering some key questions about the desired outcomes of the project, the local planning and political environment, realities of time and resources available, and flexibility in the ultimate design of the project" (2006, p.209). Some of Faga's key questions include:

What are the goals of the project?

What would a successful project look like?

What is the political history of the community? Who are its main players?

Who are the public stakeholders that need to support the plan?

These questions were answered in the course of the WBMP planning process and are incorporated into Chapter 2 of the Plan.

While I can only speculate why (poor timing, poor advertising, overworked City employees resident apathy, resident mistrust of government, public workshop burnout, etc...), turnout to events at City hall was extremely low.

Sanoff (200, P.17) suggests:

People participate in issues in response to some perceived interest and remain involved as long as that interest persists. Clearly, different segments of the public will choose to participate on different issues. People choose to participate if they see themselves affected by an issue because of a possible threat or benefit of a proposed facility [or] if they have an economic interest in the outcome of a particular decision [...]. Therefore, the size and composition of the participant group will be different for each decision making process.

While this might be the case, very low turnouts were not acceptable. In situations like this, Faga suggests being flexible, open-minded, and willing to change (2006, p.218). As a result, I conducted a public outreach event at the farmers market.

The event is explained in the Plan, but it should be noted that the primary data gathering tools were inspired by Wates's "table scheme display", which allows, "a large number of people to understand and make input [...] with or without

engaging others” (2000, p.120). This style of input was ideal due to the large number of people passing by the workshop booth, the relatively short amount of time individuals were willing to commit to participation, and the large number of non-English speakers at the event.

Unfortunately, the City hall outreach events and the farmers market exhausted public outreach budget, otherwise I would have conducted more unconventional outreach. However, I learned the valuable lesson that some of the best outreach occurs when you take the planning to the people, a lesson echoed in the literature (Sanoff 2000; Wates 2000; Faga 2006; Creighton 2005).

Current Planning Practices

The primary focus of my research was the development of a Smart Growth theme. Through the planning process, I needed to orient myself to Smart Growth. More specifically, I researched ways to apply Smart Growth standards in a contextualized, place-sensitive way.

Smart Growth is a way of reorienting the built environment away from sprawl and towards denser, pedestrian friendly patterns of development (Smart Growth Network, 2010). Traditionally, large urban or suburban areas have been used to illustrate how Smart Growth tenets such as compact building design, walkable neighborhoods, distinctive communities with a strong sense of place, mixed land-uses, and access to a variety of transportation choices can

discourage sprawl (Smart Growth Network, 2010). While some research has been done on the health and economic implications of smart growth in small towns (Dalbey, 2008; Casey-Lefkowitz and Jensen, 2001), the actual application of Smart Growth principles to small towns is a relatively new endeavor.

Several guides, such as the Smart Growth Network's Putting Smart Growth to Work in Rural Communities, have been published in the last year suggesting ways to scale Smart Growth down to the rural level (Mishkovksy et al., 2010). O'Connell (2009) suggests discussions about Smart Growth held at the local level can yield effective suggestions for planning and build social capital between a community and its residents. Smart Growth principles are a significant component of the West Broadway Master Plan and public outreach events were held to educate residents and solicit feedback.

Smart Growth principles provide solutions to many concerns plaguing low-income communities. One issue for the City of King is the presence of four low-income housing sites in the project area, including three converted motels and one trailer park. While current conditions in these sites are questionable, they present opportunities for improved affordable housing options to serve the lower-income population in the City. Kushner (2003) suggests that Smart Growth strategies often appeal to middle and upper class members of a community and

once they are implemented, they can serve as justification for running poor minority communities out of the neighborhood. Carlson and Mathur (2004), however, contend that if a city is vested in maintaining affordable housing in a growth management area, it is possible to develop the area to increase the quality of life for the communities that currently inhabit the project area.

The tenets of Smart Growth can only be successfully adapted to low-income, minority neighborhoods in small towns if the community and the City are involved. The following Smart Growth themes were developed in the West Broadway Master Plan Plan Area and appear in the plan in a shortened version as goal 4 of the Plan on page 37:

1. *Mix land uses and create attractive walkable neighborhoods with a strong sense of place.* Smart Growth supports the integration of mixed land uses into communities as a critical component of achieving better places to live. By putting uses in close proximity to one another, alternatives to driving, such as walking or biking, once again become viable. Mixed land uses also provide a more diverse and sizable population and commercial base for supporting viable public transit. It can enhance the vitality and perceived security of an area by increasing the number and attitude of people on the street. It helps streets; public spaces and pedestrian-oriented retail again become places where people meet, attracting pedestrians back onto the street and helping to revitalize community life (Smart Growth Network, 2010).

All of the parcels in the Plan Area are currently zoned as “Highway Service District.” Existing land uses are largely commercial with the exception of the high-density mobile home park on the west end of Broadway Street. While the “Highway Service District” allows for a wide variety of uses, there are currently no parcels that have a mix of uses. The West Broadway Plan Area has a wide range of building designs and types creating little to no cohesion between consecutive parcels. Building setbacks in the Plan Area are also inconsistent, resulting in a street with an unfriendly pedestrian environment lacking a sense of identity.

There are many aspects about King City and the Plan Area that can be incorporated into design guidelines celebrating the City’s heritage. King City has a rich ranching and agricultural history and a large Spanish speaking population. The Plan Area is located adjacent to King City High School and King City Cemetery, both of which are significant to the City’s history and identity. The Plan Area is also contiguous with the King City Historic Corridor. All of these aspects of the Plan Area are strengths that should be considered and incorporated into future development.

West Broadway would benefit from mixed-use development in several ways. First, mixed uses would increase pedestrian traffic in the Plan Area by increasing the number of residents in the area and providing goods and services within walking distance of residents. This has several potential co-benefits including increased safety (due to “eyes on the

street”), a stronger sense of place, and an increased sense of community. Second, by encouraging residential uses above commercial uses and minimizing setbacks, building massing and frontages can create a feeling of enclosure that helps to define the public space. Third, mixed use development can stimulate commercial development because it creates the demand for walkable services for the new residences.

Relevant Actions that Were Considered During the Planning Process:

- Encourage mixed-use development along West Broadway with residential uses on upper floors and commercial and office uses on the ground floor.
- Take advantage of the high volume of student foot traffic in the area by allowing street food vendors.
- Reduce minimum setbacks, bringing buildings closer to the street to improve the pedestrian environment and create a sense of place.
- Create design guidelines establishing a unique identity for West Broadway, focusing on the City’s agricultural and ranching heritage.
- Produce a coherent streetscape to unify the street
- Introduce traffic calming measures to improve pedestrian and bicycle safety and make West Broadway more walkable.

2. *Provide a variety of transportation choices.* Communities are beginning to implement new approaches to transportation planning, such as better coordinating land use and transportation; increasing the availability of high quality transit service; creating redundancy, resiliency and connectivity within their road networks; and ensuring connectivity between pedestrian, bike, transit, and road facilities. In short, they are coupling a multi-modal approach to transportation with supportive development patterns, to create a variety of transportation options (Smart Growth Network, 2010).

Although the Plan Area is relatively small, there are many opportunities to facilitate a variety of transportation choices. West Broadway is currently vehicle oriented, with an emphasis on serving cars that come off of Highway 101 and traffic within the City. Properties in the Plan Area such as hotels, service stations, and strip malls, are designed primarily for vehicular access, with large setbacks and parking lots facing West Broadway.

In addition to automobile traffic, the Plan Area also experiences a large amount of foot and bicycle traffic as a result of its proximity to King City High School. However, these modes of transportation have been poorly planned for and are vulnerable to high-speed vehicular traffic. According to some residents, students and other pedestrians and cyclists often are forced to cut across private property, creating conflict with property owners and damaging landscaping. The Plan Area sits along a major corridor, connecting locals and visitors to the Highway and the heart

of the City's downtown. Street improvements in the Plan Area should focus on accommodating alternative modes of transportation to improve safety for all users while still maintaining appropriate ease of access necessary for a major downtown corridor.

Relevant Actions that Were Considered During the Planning Process:

- Develop a bicycle plan to improve bike safety and viability.
- Incorporate traffic calming measures into the circulation system to enhance the pedestrian and cycling experience.
- Establish a "Safe Routes to School" program.
- Reduce minimum setbacks, bringing buildings closer to the street to improve the pedestrian environment.
- Develop design guidelines suggesting rear surface parking lots with side street or alley access, to minimize curb cuts and surface parking lots fronting West Broadway.

3. *Sustainable Development.* For the purpose of this project, sustainable development was defined as development that reduces the consumption of natural resources while also reducing the detrimental impacts the built environment and transportation system have on the natural environment. In the Salinas Valley, water is a particularly important environmental issue. Although strains on the water system (storm water management, wastewater, and drinking water) are lower in King City than

in other places in the state, due to its high population growth rate, the City faces water management pressures. Low Impact Design (LID) principles can help manage water needs and reduce the impact on the water system, as identified in the City's Storm Water Master Plan.

LID is a strategy used to retain storm water on site. By safely reducing the amount of storm runoff, LID strategies reduce impacts on the watershed from high-speed urban storm runoff (EPA, 2011). This means less impact on the Salinas River as well as all of the downstream entities, including Monterey Bay. While there is relatively little rainfall in the City each year, the paving of land has created large areas of impervious surfaces, which prevent the water from naturally entering the watershed through the ground. LID principles reduce the City's impact on the watershed and improve overall environmental quality.

Energy efficiency and green building principles can drastically reduce the amount of energy required to comfortably operate new development. In the public right of way, LED lights can significantly decrease the cost of operating streetlights and often pay for themselves within two years. New development or redevelopment can be highly energy efficient through the process of onsite power generation, passive solar water and air heating, and properly insulated doors, windows, walls,

and roofs. The California Governor's Office of Planning and Research (OPR) suggests that incorporating some of these principles into building requirements actually increases affordability of housing and commercial space due to lower energy bills.

Relevant Actions that Were Considered During the Planning Process:

- Encourage the use of pervious pavers
- Incorporate bioswales as part of streetscaping
- Promote the use of rain barrels and cisterns to retain rain water on site
- Incorporate locally appropriate plants in streetscaping
- Use solar powered LED lighting fixtures for all street lights
- Encourage the use of passive solar through building orientation and window placement design guidelines
- Consider mandating CalGreen Appendix A4 and A5 (Residential Voluntary Measures and Nonresidential Voluntary Measures, respectively).

4. *Provide a safe area for residents and visitors.* Several community members and City officials have expressed concern about crime in the City. Defensible Space theory suggests that when common areas don't have any clear users, they are more easily used by criminal elements (Reynald and Elffers, 2009).

West Broadway has several large opportunity sites. These sites currently lay abandoned and are utilized as places to display used cars. The large empty lots break up the block and make surveillance in the area difficult. The sites' proximity to the high school and residential neighborhoods could be strategically used to involve the area's youth and residents in place making. By involving neighborhoods and the high school in these sites, residents will take "ownership" not just of the lot, but of the surrounding areas as well. Once the community has a vested interest in maintaining the sites, they will also have a vested interest in surveying the area for criminal behavior.

Relevant Actions that Were Considered During the Planning Process:

- Construct a community center, community garden, or park on one of the city-owned vacant parcels.
- Create a program that encourages high school students and neighborhood residents to maintain the parks and community center, and harvest the garden.

- If a community garden is built, reserve a plot for the high school and allow it to be used as an extension of the classroom.
- Create programs that encourage cooperation with the high school, business owners, and surrounding neighborhoods

IV. PONDERING THE MOBILE HOME PROBLEM

One of the key issues at public outreach events and in discussion with City Staff was the mobile home park at the corner of Broadway Street and Franciscan Boulevard. Several residents specifically complained to me at public outreach events that the living conditions were poor and that code enforcements was minimal. The City saw the park as a concentration of drug dealing and crime as well as visually detracting from the area. From a redevelopment and pedestrian friendly standpoint, the park had no street front access other than motor-vehicle ingress and did little to increase the pedestrian experience.

Due to the amount of affordable housing the park provides, any immediate redevelopment of the area was taken off the table. Ideas were about allowing the owner to build street fronting buildings while maintaining the park, but after an analysis of California law, it was thought to be too expensive. The following research helped us navigate the problem.

The Mobilehome Residency Law and the Government Code afford displaced mobilehome owners protections in the form of six and twelve month notice requirements and potential relocation assistance (Civil Code §798.56(g)(2)). In order to illustrate these protections, this paper explains the process a mobilehome park owner must follow in order to change the use of his or her property.

Mobilehome park owners must follow a series of regulations in order to change the use of their property. If the Park is in a city that does not require a permit/permits to close or convert the Park to another use, Civil Code §798.56(g)(2) requires the Park to give the residents at least a one year written notice of termination of tenancy with a detailed description of the nature of the change of use.

If, as is commonly the case, the Park resides in a City that requires a permit/permits to close or convert the Park to another use, the owner must follow the provisions located in Civil Code §798.56(g) (unless the use is changing as a result of certain planning decisions including non-renewal of conditional use permits or zoning variances, in which case, the agency or government body responsible for the decision must follow the provisions (Government Code §65863.7.i)). The provisions are as follows:

- The Park must deliver an impact report to the city detailing the effect the conversion will have on the residents' dislocation and their ability to find alternative housing (Government Code §65863.7.a).
- The Park must deliver a 15-day written notice to each park resident informing them that park management will appear before the local board or planning commission to request permits for a change of use (Civil Code §798.56 (g)(1)).
- At this time, the Park owner/management must provide a copy of the impact report to the residents (Government Code §65863.7.c; Civil Code §798.56(h)).

- H&SC §65863.7.e is the subsection that enables compensation for displacement as a result of park closure:
- The legislative body, or its delegated advisory agency, shall review the [impact] report, prior to any change of use, and may require, as a condition of the change, the person or entity to take steps to mitigate any adverse impact of the conversion, closure, or cessation of use on the ability of displaced mobilehome park residents to find adequate housing in a mobilehome park. The steps required to be taken to mitigate shall not exceed the reasonable costs of relocation.
- There is no legislatively mandated way to determine “reasonable cost of relocation.” Some legal precedent likely exists, but none could be found as of this date. However, real estate attorney Richard Close published an article in the California Real Estate Journal suggesting that relocation costs range from \$5,000 to \$25,000 per tenant.
- Once all of the required permits for requesting a change of use have been approved by the local governmental board, commission, or body, the management of the Park must give the homeowners at least six months written notice of termination of tenancy (Civil Code §798.56(g)(2))
- Notice requirements and process for terminating tenancy are in Civil Code §798.56 and §798.57.

- In instances where the Mobilehome Park owner wants to subdivide the property, Government Code §66427.4 requires the distribution of an additional impact report to the City and to residents and enables the City to require the subdivider to mitigate the costs of relocation.

Appendix 1 to the Mobile Home Residency Law mentions that local governments often have a mobilehome park conversion ordinance, which parallels the requirements of state law and fills in the details of the relocation assistance that may be required by the city. The City of King does not have an ordinance of this type. For an example of a relocation ordinance, see <http://www.ci.oceanside.ca.us/pdf/ZO-34.pdf>.

V. DEVELOPING DEVELOPMENT STANDARDS

Once the goals of the FBC had been developed I used advising from Lisa Wise and *Form Based Codes: A Guide for Planners, Urban Designers, Municipalities, and Developers* (Parolek, Parolek, and Crawford, 2008) to calibrate the codes. While some FBC standards are fairly constant, the most important are sensitive to place. In this chapter, I talk about three standards: building height, parking, and building setback.

Roughly three months into the project, the City decided they would like to switch the final product from design guidelines to new development standards. This change in scope was somewhat problematic due to the fact that public outreach had been conducted with design guidelines in mind. However, since the new development standards were going to be FBC, which focuses on the built form, the existing research was still valuable and relevant.

In creating a FBC to protect and enhance the unique character of a community, thoroughfares, buildings (form, placement, frontages, types, and use), lots and blocks, and civic spaces (parks and plazas) must be documented. These micro-scale details directly inform and become the content for many of the regulations with the various components of the code.

I conducted site visits, site analysis, and public outreach to provide a context for building and development standards (See Chapter III of this document for more information public outreach; see Chapters 1 and 2 of the Plan for

information on site visits and site analysis). Additional context included the recently adopted “City of King Historic Corridor Revitalization Plan and Form Based Code” (HCRP). The HCRP was a FBC that the City saw as successful implementation tool for their ambitions for their downtown. The WBMP was seen as an extension of this planning effort and used HCRP as a calibration tool for development standards. In other words, the FBC development standards used for the HCRP were used as a template for the WBMP FBC.

Building height

Parolek et al. (2008) suggest that the least restrictive and most effective way to regulate height is by providing a maximum number of stories. However, the City of King planning staff felt uncomfortable without a specific height in feet. In situations like this, Parolek et al. (2008, p.45) suggest the “if [height limits] must be included, the height limit should be at least as tall as the maximum allowed stories with a reasonable floor-to-ceiling height. In addition, the height should be regulated to the eve or the cornice line or to the base of a parapet wall in order enable a better variety of roof forms as may be appropriate to the architectural character in the area.” I incorporated this advice in to the development standards that I created (Chapter 5, Appendix A).

While I was calibrating the code to the area, I realized that the west end of Broadway Street has distinctly different features and must perform a different function than the east end of Broadway Street. While the west end must deal with cars exiting and entering the highway, the east end must deal with pedestrian traffic from neighborhoods accessing commercial properties. As a result, I

created several districts in the Plan Area so that building height could be adjusted to fit the need. While the max for all zones tops out at three stories, the west end was provided an additional ten foot clearance in case somebody wanted to build a hotel, medical center, convention center, or other visitor serving us. While, as I just mentioned, using building height in feet to regulate building height is discouraged, I found that it provided me with the ability to more finely tune the built environment.

Parking

Parolek et al. (2008) recommend against requiring a minimum number of parking spaces. Unfortunately, this wasn't politically feasible, however the following suggestions from Parolek et al. (2008, p.54) were taken into consideration:

- In most cases, count on-street parking spaces in front of a building toward parking requirements
- Require little to no parking for small uses
- Integrate maximum parking requirements to ensure that large, unattractive parking lots are not developed on new projects
- Find ways to integrate transit alternatives in your community so that fewer people will rely on cars and need parking spaces.

In Parolek et al. (2008, p.50), Jeffrey Tumlin, the principal of Nelson Nygaard Consulting (a leading transportation and engineering firm) notes that when calculating parking demand for FBC regulations, a planner should consult the Institute of Transportation Engineers' *Parking Generation and Shared Parking*

manuals. Parolek et al. also suggests a regulation for the placement of parking, to discourage parking where street-fronting buildings should go. For this reason, I included a parking setback. This setback, in conjunction with the build-to-line discussed in the next section, aims to create an area with drastically reduced street-fronting parking.

The final parking standards were created from City staff input, public outreach, Parolek et al., the ITE manuals, the HCRP parking standards, and suggestions from Lisa Wise.

Building Setback

Parolek et al. notes that typical setback regulations are the minimum distance a building has to be from the right of way or property line. Parolek et al. (2008) suggests that in order to achieve the goal of a walkable mixed-use area, minimum setbacks should be discarded. While the City rejected eliminating setbacks entirely, we proposed a 'build-to-line' (BTL), which forces buildings to be between 0 and 5 feet from the front right of way line (depending on the zone). In order to guarantee a continuous pedestrian experience, we also included a "Primary Street Façade built to BTL (min.) standard. This regulation requires that between 60% and 70% of the façade that is on the primary street be on the BTL.

The end result of these regulations may not be seen for a long time, but using best current practices, City input, Public input, and academic research, I hope to have created a development code that will help the City achieve the goals it set forth in the Plan and the vision set forth in the preferred plan.

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APPENDIX A
WEST BROADWAY MASTER PLAN
(ATTACHED)

CITY OF KING



WEST BROADWAY MASTER PLAN AND FORM BASED CODE

May 2011
Professional Project Draft



MAY 2011
PROFESSIONAL PROJECT DRAFT

CITY COUNCIL APPROVAL DATES:

Ordinance No. XXXX-XXX

Resolution No. XXXX-XXXX

First Ordinance Reading: Month XX, 201X

Second Ordinance Reading: Month XX, 201X

Resolution Adoption: Month XX, 201X



CITY OF KING WEST BROADWAY MASTER PLAN & Form-Based Code

EL PLAN DE MAESTRO DEL WEST
BROADWAY Y EL CÓDIGO DE
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4. Circulation

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1. PROJECT OVERVIEW

CHAPTER OVERVIEW

The West Broadway Master Plan (WBMP, or Plan) is a tool for shaping the built environment on the west end of Broadway Street, the northern gateway to the City of King (City).

This Chapter summarizes the purpose of the West Broadway Master Plan, as well as pertinent information about the Plan Area and the City.

IN THIS CHAPTER:

- 1.1 PURPOSE OF PLAN
- 1.2 PROJECT AREA
- 1.3 EXISTING CONDITIONS
- 1.4 CHALLENGES & OPPORTUNITIES

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The [City of King's] local economy, housing, and streetscapes have deteriorated, and a revitalization plan for the area offers an opportunity to consolidate and strengthen a number of on-going housing and economic development efforts in the community. [...] The City has a unique opportunity to plan revitalization of this area that encourages mixed-uses and commercial space, invigorates the minority businesses located in the area, and improves the living conditions of low-income minority residents.

-City of King, West Broadway Master Plan
Caltrans Environmental Justice Grant Application

1.1 PURPOSE OF PLAN

In early 2010, the City was awarded a Caltrans Environmental Justice Grant for strategic planning on West Broadway Street. According to the grant requirement, "The Project must include analysis of recommendations for existing development and circulation patterns, improved bicycle and pedestrian linkages, mixed-use and pedestrian-oriented standards and guidelines, and a public participation program."

The WBMP abuts the Historic Corridor Revitalization Plan (HCRP) Area, a previous planning endeavor funded by a Caltrans Environmental Justice Grant. The WBMP seeks to create a seamless transition between the auto-oriented uses adjacent to Highway 101, and the more pedestrian-oriented environment of the HCRP planning area. In 2011, the City was awarded another grant to prepare a First Street Corridor Master Plan. When all three Master Plans are completed, the corridor from Highway 101 in the north (Broadway exist) to Highway 101 in the south (First Street exist) will be completely planned.

Extensive public participation, City guidance, background research, and grant requirements have all contributed to the focus and content of the Plan. In particular, the Plan aims to enhance circulation patterns and increase pedestrian and bicycle accessibility. The Plan also suggests new development regulations to encourage a compact built form while simultaneously revitalizing the social and economic health of the area.

The West Broadway Master Plan provides guidance for enhancing business opportunities; access to jobs and shopping for underserved residents; recommendations for redevelopment and infill projects; implementation programs; and circulation and streetscape improvements for transit, pedestrians, and bicyclists. The Plan also takes another step in completing a strategically planned corridor that stretches the length of the City's primary commercial corridor.

1.2 PROJECT AREA

LOCATION AND DEMOGRAPHICS

The City of King is located on Highway 101 in the Salinas Valley, 155 miles south of San Francisco and 277 miles north of Los Angeles. Figure 1.1 illustrates the City's location in relation to major cities in and around Monterey County.



Figure 1.1 Location of the City in Relation to California and Monterey County

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Population growth in the City has been relatively slow since 2000. Between 2000 and 2006, total population increased one percent, to 11,225 people. However the City suspects that growth and the population may be somewhat higher due to undocumented immigration. The City's population makes up two percent of the total population of the County. The Association of Monterey Bay Area Governments (AMBAG) projects population in the City will increase 120 percent by 2035, to 24,726 people. In the year 2000, 80 percent of the City self-reported as Hispanic. Additionally, the City has many Hispanic families that make less than \$35,000 a year, placing them below the very-low income threshold (HCD, 2008).

Some of these very-low income families live in the low-income trailer park on West Broadway or in a room in one of the three motels, which are currently and informally being used for affordable housing. These housing areas have overcrowding, health, and safety issues. West Broadway also contains King City High School, which means that over 900 students move through West Broadway every school day, and the local cemetery, which generates concentrated traffic during burial ceremonies.

PROJECT LOCATION

The West Broadway Master Plan Area (West Broadway, or Plan Area) is located on the west end of the City, bordered by San Antonio Drive to the south and San Lorenzo Avenue to the north. The major commercial thoroughfare through the Plan Area is Broadway Street. West Broadway has direct access to Highway 101 via the Broadway Street on-ramp (see Figure 1.2).

PLAN AREA LAND USE HISTORY

From the early 1900's through 1968, Highway 101 ran through the heart of the City of King, along part of First

Historic and Present Highway 101 Map



Figure 1.2 Current and Historic Highway 101 in Relation to the WBMP Project Area

Existing Zoning Map (Districts)

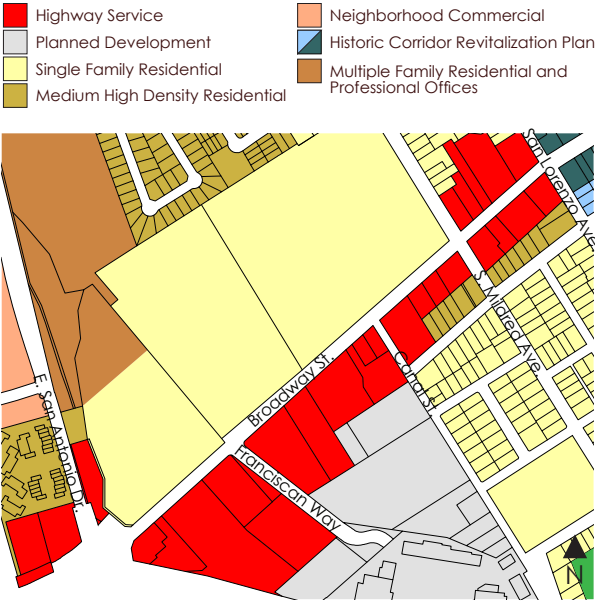


Figure 1.3 Existing Zoning Districts near the Plan Area

Table 1.1 Current HSD Development Standards

Max. Height	30'
Max. Stories	2
Max. Lot Coverage	< 50%
Front Setback	10' min.
Side Setback, Interior Lot	10' min.
Side Setback, Corner Lot	20' min.
Rear Setback	10' min.

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Street and the entire length of Broadway street. Most of the buildings built prior to 1968 were constructed with the intention of serving vehicles passing through town. This development pattern continued when the most recent zoning ordinance was adopted in 1973, which designated many parcels along Broadway Street as "Highway Service District" (HSD). This zoning designation explicitly seeks to, "provide a district for vehicular-oriented uses" (City of King, Municipal Code, Section 17.26.010). Every Parcel in the project area is currently zoned Highway Service District. Figure 1.3 illustrates current zoning in the Planning Area. Table 1.1 outlines current development standards on West Broadway (for a brief history of the City and the downtown area, see *City of King Historic Corridor Revitalization Plan and Form-Based Code*, page 5).

Current Planning Projects Map



Figure 1.4 West Broadway Master Plan Area Location, in Relation to the City, and Relevant City Projects

RELATION TO CURRENT PLANNING PROJECTS

The West Broadway Master Plan Area lies adjacent to the Historic Corridor Revitalization Plan Area, which connects to the Downtown Addition Specific Plan and First Street Corridor Master Plan areas. Figure 1.4 shows the Plan in the context of these two projects. The planning process included extensive review of these plans, with an emphasis on the Historic Corridor Revitalization plan due to its proximity the West Broadway Planning Area.

Historic Corridor Revitalization Plan

In 2009 the City of King was awarded a Caltrans Environmental Justice Grant for strategic planning for the City's historic downtown. The HCRP addresses building design, civic improvements, and streetscapes for the stretch of Broadway Street from First Street to San Lorenzo Avenue. The HCRP was adopted as an ordinance by City Council in January 2011. In order to maintain a coherent and consistent planning corridor, HCRP development standards were used as a tool to calibrate WBMP development standards. HCRP outreach materials regarding appropriate building types, design guidelines, and streetscapes were also used as data in the WBMP planning process.

Downtown Addition Specific Plan

The Downtown Addition Specific Plan (Specific Plan) is a proposed mixed-use neighborhood adjacent to the Historic Corridor Revitalization Plan. The Specific Plan includes development standards for new housing, commercial buildings, streetscapes, and public spaces. The Downtown Addition is designed to connect to the Historic Corridor, extending the City's street network and bringing new residential development within walking distance to businesses in the Historic Corridor.

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Existing Amenities Map



Figure 1.5 Map of Existing Amenities in the City



Figure 1.6 Historic Robert Stanton Theater

The Downtown Addition Specific Plan was approved by the Planning Commission in February 2011.

First Street Corridor Master Plan

In 2010 the City of King received a third Caltrans Environmental Justice Grant to develop a Master Plan for First Street, extending from the HCRP Plan Area south to Highway 101. The First Street Corridor Master Plan creates a continuous corridor of planning areas between the City's two Highway 101 exits. This planning effort will begin in late 2011. One of the purposes of the plan is planning for a new passenger rail station (see Section 1.3).

1.3 EXISTING CONDITIONS

EXISTING AMENITIES

Public Amenities

The Plan Area is adjacent to King City High School and the King City Cemetery. Within the King City High School grounds is the Robert Stanton Theater (Figure 1.6). Constructed in 1939, the theater is on the National Register of Historic places. The Plan Area is also served by the George L. Mee Memorial Hospital, which can be accessed from Franciscan Way, off of West Broadway Street. Mee Memorial Hospital is a full-service not-for-profit organization serving Southern Monterey County.

Passenger Rail

Passenger rail service is an important component for economic growth and development in the City, and the community is supportive of a new station. The City is working with the appropriate agencies and organizations to identify funding, coordinate permitting, and determine the best location for a new train depot. Figure 1.5 shows the general vicinity proposed for the new train depot.

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Other City Amenities

Additional local and visitor-serving amenities include the Mesa del Rey Airport, the Salinas Valley Fairgrounds and the King City Municipal Golf Course. The City is also served by San Lorenzo County Park, San Antonio Park, and King City Park. These City amenities are shown in Figure 1.5.

BUILDING STOCK

Existing Development

As Figure 1.3 illustrates, the entire project area is currently zoned as Highway Service District (HSD). This zoning designation requires large set backs, large quantities of on-site parking, and limits development to two stories (see Table 1.1). The intent of this designation was to provide an auto-centric built environment. As a result, the planning area lacks a feeling of enclosure, has few pedestrian

amenities, and does not have a distinct identity. Figure 1.6 shows current building massing in the Plan Area. Massing reflects the auto-oriented environment established by existing development standards.

Vacant and Underutilized Parcels

There are three vacant parcels in the Plan Area, including two City-owned parcels near the corner of San Antonio Drive and Broadway Street that total approximately 6.5 acres. The third vacant parcel is located on the corner of Broadway and Canal Streets and is approximately 0.9 acres. The map in Figure 1.7 illustrates the locations of these parcels.

Current Building Massing Map

- Building Massing in Project Area
- Building Massing Surrounding Project Area
- Project Boundary

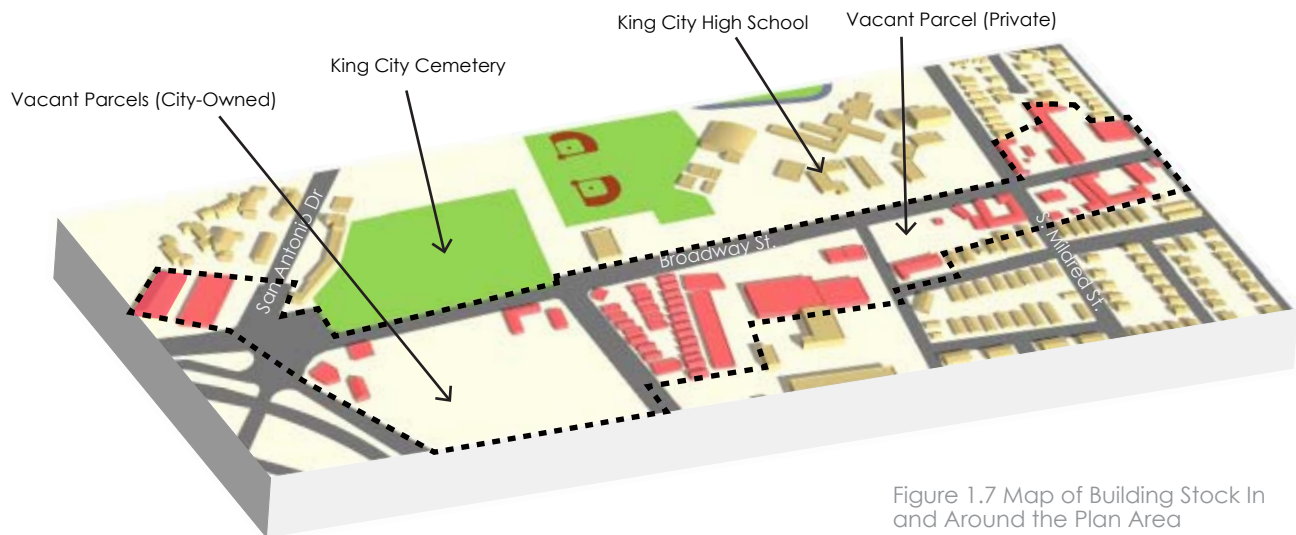


Figure 1.7 Map of Building Stock In and Around the Plan Area

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EXISTING CIRCULATION

The automobile oriented nature of West Broadway means that the project area has relatively good automobile circulation, but poor pedestrian and bicycle circulation. The Area is both a major corridor for moving through the City as well as a destination itself. Figure 1.8 illustrates the main streets in the Area.

Circulation is a major component of the Plan. Existing circulation conditions, as well as suggestions for circulation and streetscape improvements are discussed in detail in Chapter 4 (Circulation Master Plan).

1.4 CHALLENGES & OPPORTUNITIES

The following is a summary of the major opportunities and challenges in the Plan Area. The summary is based on findings from background research. Challenges and opportunities, are discussed in greater detail in Chapter 2 (Participation Process).

CHALLENGES

Lack of Distinct Character and Identity

West Broadway Street's history as the original Highway 101 and its current highway serving orientation has created a corridor that looks like most major highway exits in the nation. The built environment consists of many old motels and strip malls that were designed to serve visitors as they passed through the City. Much of this auto-oriented development is unattractive and underutilizes valuable commercial space.

Vacant Parcel Map

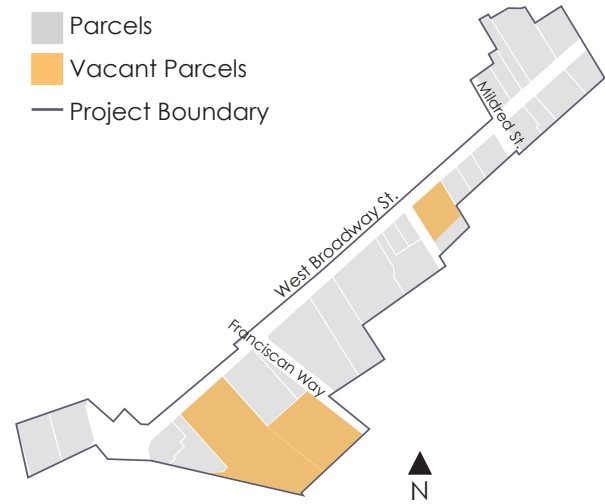


Figure 1.8 Plan Area Vacant Parcel Map

Plan Area Street Map

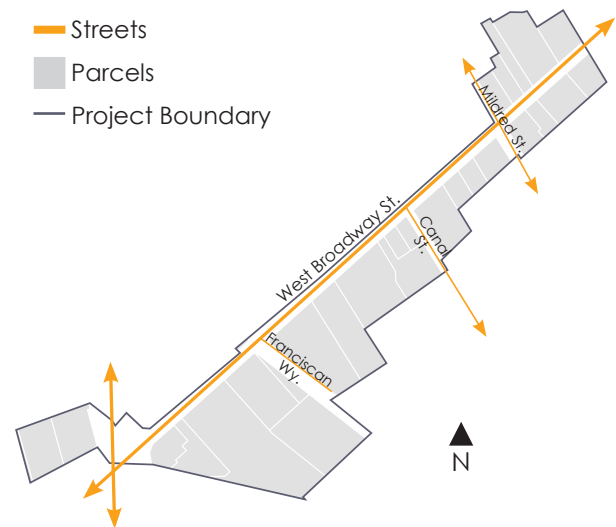


Figure 1.9 Plan Area Street Map

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Unfriendly Pedestrian Environment

The Plan Area has been designed to serve highway motorists for more than 80 years. West Broadway has XX average daily trips (ADT). This ADT, combined with the relatively high speed limit, parking dominated frontages, poorly maintained sidewalks, and dearth of cross walks makes the street dangerous for pedestrians and cyclists (See Figure 1.10). As mentioned earlier, King City High School is located adjacent to the Plan Area. More than 900 students go to and from the school daily.

OPPORTUNITIES

Existing Amenities and Services

King City High School, Mee Memorial Hospital, King City Center (the Safeway shopping center), and the City's cemetery abut the project area, which means a large number of residents pass through the area everyday. This is a twofold opportunity. First, the relatively high amount of pedestrian, bicycle, and vehicular traffic makes the area highly visible, which in turn makes the potential for successful future development high. Second, proximity to the high school and hospital provides a housing market for professionals seeking housing that is within walking distance of their workplace.

City-Owned Vacant Parcel

The City currently owns two adjacent parcels of land at the west end of the Plan Area (Figure 1.12). The City is in a position to use these parcels as an incentive for pedestrian-friendly development that will work as an economic catalyst in the Plan Area.

Direct Highway Access

West Broadway Street has direct access to Highway 101, making it an ideal location for a northern gateway. In addition, the Plan Area connects Highway 101 to the City's downtown, making it highly visible to traffic traveling through the City.



Figure 1.10 Unfriendly Pedestrian Environment



Figure 1.11 City Owned Vacant Parcel

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2. PARTICIPATION PROCESS

CHAPTER OVERVIEW

Public Participation played a major role in the formation of goals and concepts for the WBMP. Community workshops were poorly attended. As a result, a variety of public outreach tools were employed for the WBMP process. This Chapter outlines the participation process, and provides a summary of received input.

The public participation process involved stakeholders representing a variety of ethnic, demographic, geographic and professional backgrounds. The public outreach program started with one-on-one interviews. Other outreach methods included community workshops, farmers' market booths, personal street interviews, website access, surveys, and public hearings. Figure 2.1 outlines the public outreach process. Information, including surveys distributed during workshops and placed on the website, was written in English and Spanish. The public outreach meetings were noticed and conducted in English and Spanish.

For detailed information on the results of the public outreach process, see Appendices A through C.

IN THIS CHAPTER:

2.1 STAKEHOLDER INTERVIEWS

2.2 COMMUNITY WORKSHOPS

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2.1 STAKEHOLDER INTERVIEWS

In July, 2010, individual interviews were conducted with 11 community stakeholders. The interviews provided an opportunity to gather detailed information from community members representing a variety of interests. Results from the interviews played a key role in establishing concepts for the Master Plan.

Interviewees were invited to participate based on the recommendations of the City of King Community Development Department. Interviews lasted between 30 minutes and one hour. The interviews were comprised of general, open-ended questions intended to gather specific data as well as invite open conversation, enabling the Consultant Team to gather more extensive responses than may have otherwise been captured (a copy of the survey instrument is included in Appendix A).

Over 70 percent of interviewees were residents of the City of King. Interviewees included a City official, five business owners or advocates, three community workers, and two members of the local media. The interview subjects profile and stakeholder interview results are summarized in Figure 2.2.

STRENGTHS OF THE PROJECT AREA

Interview respondents were asked to identify the strengths of West Broadway. King City High School was frequently mentioned as the greatest strength of the Plan Area. Other common responses included the Auto Plaza, Mee Memorial Hospital, West Broadway's location as the City's "Main" street, existing landscaping, the auditorium at King City High School, and the Safeway shopping center at the west end of the street.

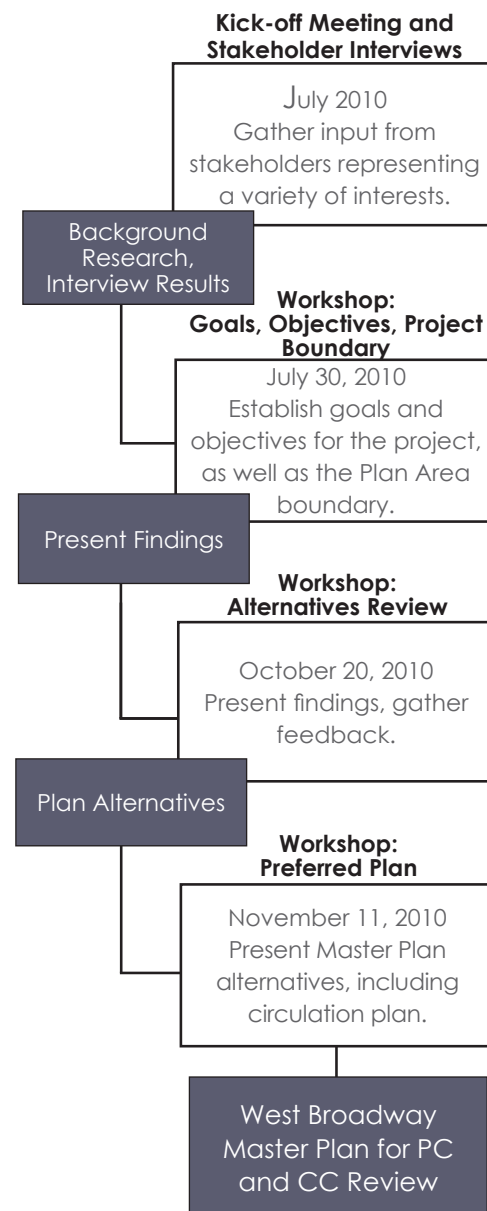
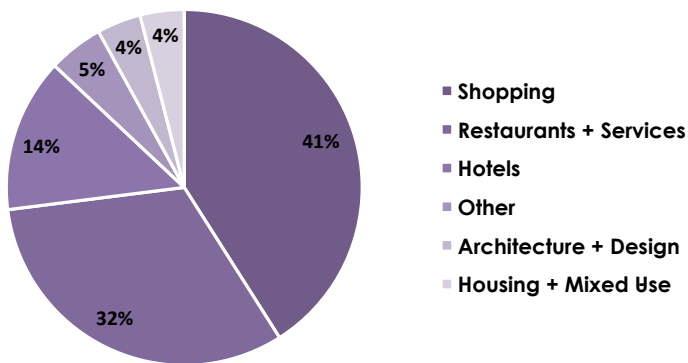


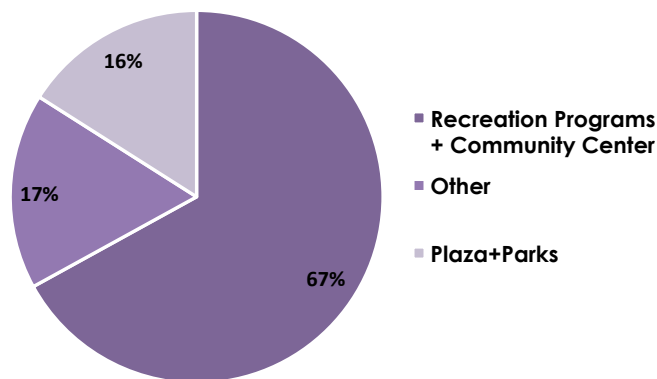
Figure 2.1 Overview of the Public Participation Process

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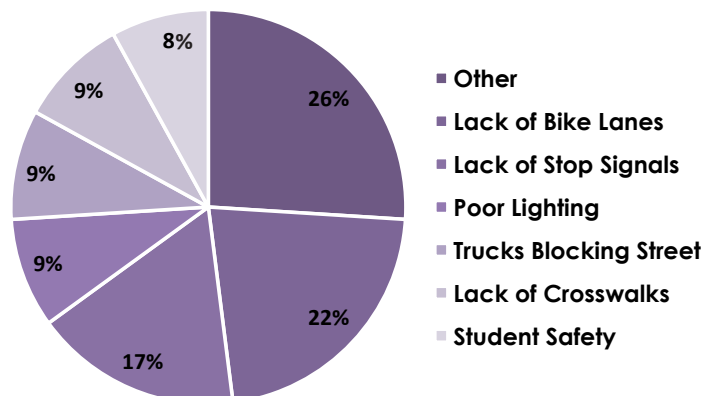
Desired Services & Amenities: Private Realm



Desired Amenities: Public Realm



Major Circulation Issues



PRIMARY AREAS OF CONCERN

Interviewees were also asked to discuss the weaknesses or areas of concern along West Broadway Street. The results were categorized into three major areas of concern: poor visual quality, lack of safety, and limited services. Poor visual quality represented 62 percent of responses, lack of safety represented 23 percent, and a lack of services was reported as a concern by 52 percent of the respondents.

DESIRED SERVICES AND AMENITIES

Interview subjects were asked to consider services they would like to see on West Broadway. Responses were organized into two categories: Private Realm and Public Realm. These primary categories were further organized into subcategories.

Of the private realm subcategories, respondents most frequently mentioned restaurants and services. Within the restaurants and services subcategory, respondents mentioned franchise restaurants with brand recognition, bars with pool tables or a game room, and cafés with outdoor seating. Figure 2.2 illustrates the frequency that the private realm subcategories were mentioned.

Of the Public Realm subcategories, recreation programs and a community center were most frequently mentioned, followed by a new plaza or park. Ideas discussed included a new community center, hotel, or event center on the vacant City-owned property at West Broadway and Franciscan Way. Respondents also mentioned the possibility of a new park or plaza, potentially modeled after the City of Greenfield's new plaza, and an open space at Broadway and Canal Streets. Figure 2.2 illustrates the frequency that the Public Realm subcategories were mentioned by stakeholders.

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TRAFFIC + CIRCULATION

Interviewees were asked to discuss circulation safety and ways to make West Broadway more amenable to walking and bicycling. Major circulation safety issues mentioned by stakeholders included insufficient traffic signals and dangerous intersections, the lack of a bike lane, an unsafe pedestrian traffic environment for students, poor lighting at night, and trucks blocking the street while unloading. Figure 2.2 illustrates the frequency of responses from stakeholders regarding circulation safety.

Interview participants were also asked to list possible solutions to these circulation problems. The most common response was the addition of street furniture and lights. Other common responses were more parks and improved landscaping, circulation improvements, and other features such as bike parking, and requiring parking lots on side streets or at the rear of buildings instead of along West Broadway.

As a final circulation question, interview participants were asked to rank a list of items from most important to least important. Pedestrian safety was the most important item for the majority of respondents. Improvements to the area's sidewalks were the second most important, followed by street trees, bike lanes, and street furniture. The results are summarized in Table 2.2.

SUMMARY + ANALYSIS

Stakeholder interviews provide valuable insight into existing conditions and desired improvements for a project area. The West Broadway Master Plan interviews revealed much about the area and the needs of the City's residents. The following themes were culled from the interviews:

The biggest strength of the Project Area is King City High School. However, because there are so many students travelling to and from the school, pedestrian and bicycle

**Table 2.1 WEST BROADWAY PLAN
AREA IMPROVEMENTS, BY RANK**

Ranking	Item
1	Pedestrian Safety
2	Sidewalks
3	Street Trees
4	Bike Lanes
5	Street Furniture
6	Other

**Table 2.2 WEST BROADWAY PLANNING
AREA IMPROVEMENTS, BY CATEGORY**

Category	Issues
Poor Visual Quality	Too many vacant lots; Poor curb-appeal of trailer parks, cemetery, and motels; Large parking lots.
Lack of Safety	Too dark at night; Difficult to see pedestrians; Area not walkable.
Limited Services	Lack of restaurants, furniture stores, and clothing stores; Need more services for high school students.

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Figure 2.3 Images of the Community Workshop at the Farmers' Market

safety is a major concern. Pedestrian and bicycle safety can be improved with a bike lane, streetlights at night, and improved intersection safety through more signals and crosswalks.

Visual quality was frequently mentioned as one of the area's major weaknesses. Respondents had a number of suggestions for improving visual quality, including filling in West Broadway's numerous underutilized and vacant parcels with well-maintained, well-designed buildings suited to the City's historic identity.

According to interviewees, West Broadway lacks the services to fulfill the needs of the City's residents. Respondents expressed a desire to see more restaurants in the area, as well as more shops for furniture, clothing, antiques, and sporting goods. Additionally, because of the presence of King City High School, respondents would like to see more services catering to students.

Mee Memorial Hospital was mentioned as an asset on West Broadway. Many interview respondents discussed the idea of creating a medical center adjacent to the hospital, with a hotel and convention or community center on the adjacent City-owned vacant parcel.

See Appendix B for a more comprehensive summary of the stakeholder interviews.

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2.2 COMMUNITY WORKSHOPS

Community workshops were used as a tool for obtaining important feedback from a variety of voices about a variety of topics.

AUGUST 30, 2010

The first community workshop was held on August 30, 2010 at the City Hall City Council Chambers. The workshop was attended by a local business owner and several residents from surrounding communities.

The workshop began with a presentation explaining the Caltrans Environmental Justice Grants that were awarded to the City, the public outreach process, information about the project location, a summary of stakeholder interviews, existing circulation issues, and an illustration of current zoning and vacant parcels in the Plan Area.

Although several exercises had been prepared, due to low turnout, the meeting was shifted to a roundtable discussion. Participants were encouraged to ask questions about the project or offer suggestions for the Plan Area. Several valuable insights were learned from this discussion. A local business owner explained that every time he tries to landscape his property, pedestrians headed to or from King City High School inadvertently trample the vegetation. This suggests a need for a coordinated pedestrian and bicycle circulation plan. Other comments suggested a need for more retail, restaurants, and a chance for the project area to take advantage of its proximity to a proposed rail station in the.

OCTOBER 20, 2010

Due to low turnout at the first workshop, the planning team decided to take a workshop to the community by having

a booth at the October 20, 2010 City of King Farmers' Market (Figure 2.3).

Over fifty community members participated in the workshop. The participants represented a wide range of residents including various age groups (from children to the elderly) and non-english speakers. There was a fairly even mix of men and women.

Three primary data gathering tools were utilized: cognitive mapping, visual preference posters, and "wish poems". A map of the City's major streets was created and distributed to participants who said they rode their bicycles around town. Information from these maps was compiled for the Circulation Chapter (Chapter 3). The workshop also had four visual preference posters. Participants were given four red stickers and four green stickers and asked to place green stickers on the images they felt would be most appropriate for the West Broadway Plan Area and to place red stickers on the images they thought would be inappropriate for the Plan Area. The following information was gathered from the visual preference posters:

BUILDING STYLES. The building styles that received the most positive votes were three-story hotels and zero setback small buildings with balconies. Participants were mixed in regards to buildings with large front setbacks and breezeways.

STREET FURNITURE. Participants tended to like ornate streetlights over more traditional models. Several participants commented that they liked the idea of solar powered streetlights. Respondents were fairly mixed in their opinions about street benches, but the bench that received the most votes was a classic wooden bench with metal sidings.

PARKS AND GARDENS. Participants were overwhelmingly in favor of a pocket park with a water feature. The second

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most preferred parks were community gardens and traditional playgrounds.

GATEWAYS AND STREETSCAPES. Gateways received the most negative feedback of any category in the survey. The only gateway that had a positive ratio of green to red stickers was an overhead arch with brick columns. The participants were uniformly in favor of roses and bulb-outs for streetscapes, but clearly rejected the idea of medians.

The final data gathering tool was a “wish poem”. In this activity, participants were given a sheet of paper with “I wish West Broadway _____” written on it and were encouraged to fill in the blank. The following are the most common responses: I wish that West Broadway had hanging flower pots, had a water park, had another park, would improve commercial traffic flow, would have a good mixture of nature and construction, will focus on resident utility, not aesthetics/tourism, had a bigger skate park with a pool (to skate in), had more motels and fast food (not enough nice rooms at the fair grounds), had no mobile home park, had more medical stuff, had things for teenagers.

For a full description of the workshop's methods and results, see Appendix C.

NOVEMBER 11, 2010

At the November 11, 2010 workshop, the City presented two alternative visions of West Broadway's future. The alternatives were constructed using existing conditions data, City input, and feedback from stakeholder interviews and previous community workshops. The following is a brief description of the two alternatives.

Alternative 1: Economic Development

The Economic Development alternative projected what the area might look like if the City focused on turning West Broadway into a commercial center.

Figure 2.4 shows a conceptual site plan of the alternative. Features of the Economic Development Alternative include:

1. **Convention Center / Hotel / Medical Center.** A large commercial development in the west end of West Broadway could serve as an economic catalyst for the area. An upscale hotel and convention center could benefit the economic gains from the fairgrounds by adding lodging and exhibit capacity. This part of the project area would also be ideal for a potential Mee Memorial expansion.

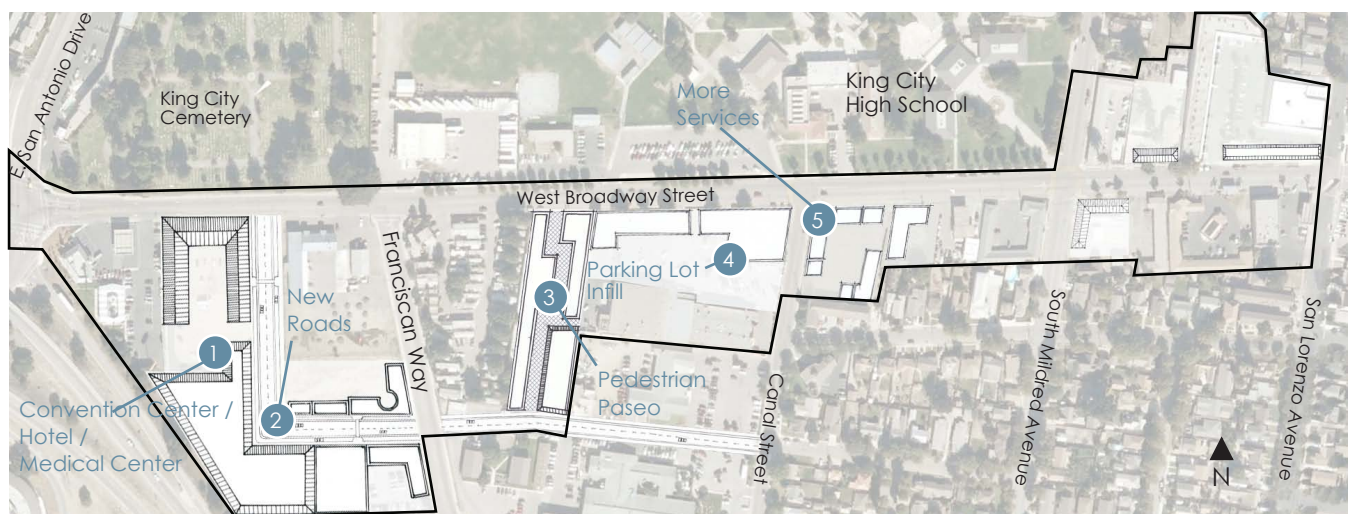


Figure 2.4 Economic Focused Alternative (At the time of the November 11, 2010 workshop, the Plan Area did not include the parcels on the northwest corner of West Broadway Street and East San Antonio Drive)

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2. **New Streets.** To create a pedestrian-friendly environment, the ideal size for a block length in the Plan Area is about 400 feet. The southwest side of West Broadway has blocks that range from 600 to 800 feet. New streets would break up large blocks and allow more pedestrian, bicycle, and vehicle access.
3. **Paseo.** Paseos provide space for outdoor sales and restaurants and enhance connectivity by creating inner block passages for pedestrians. Paseos allow for more storefronts and provide safe passage for pedestrians who are free from worrying about cars or crime. Paseos could be public right of ways, or semi-public spaces that are part of new development.
4. **Infill in Underutilized Parking Lots.** Due to the auto-oriented nature of the project area, some parcels have more parking than is needed. Reduced parking requirements would allow building owners to have more commercial square footage on their land. Combined with new development standards, infill could provide new residential and nonresidential space and improve the pedestrian experience on West Broadway Street.
5. **Increased Number of Retail, Dining, and Entertainment Options.** In previous outreach efforts, residents expressed a desire for more restaurants, clothing stores, and more entertainment options for teenagers. Since the high school is located in the heart of the Plan Area, West Broadway is positioned to supply these options to City residents and visitors alike.

Participants were largely supportive of the ideas proposed in the economic development alternative. However, key concerns include loss of buildable property due to new streets, the economic viability of the large mixed-use projects in the area, and the economic viability of a large convention center. The participants were in agreement that the area needed a new hotel and that

the built environment as presented in the alternative was an improvement in terms of walkability.

Alternative 2: Housing

The Housing alternative projected what the area might look like if the City focused more on a variety of residential uses in the Plan area.

Figure 2.5 shows a conceptual site plan of the alternative. Features of the Housing Alternative include:

1. **Medium Density Housing.** New housing on West Broadway could help satisfy housing needs in an efficient centralized location near services and transportation. Housing on West Broadway would need little new infrastructure and could support downtown businesses.
2. **Residential above Commercial.** Mixed-use development can create vibrant and safe streets, economically flourishing neighborhoods, and reduced automobile dependence. Although not limited to this parcel, a small mixed-use project at the front the mobile home park could reduce crime and provide buildings that face the street, while maintaining or increasing the number of housing units on the site.
3. **Community Center / Park / Community Garden.** A community center could provide adults, teenagers, and children with a dedicated recreation area near the High School. A community garden could provide a space for high school students and staff, local business owners, and nearby residents to actively participate in their community.
4. **Hotel Rehabilitation for Apartments, Small Units, and Condominiums.** Many of the underutilized hotels in the Plan Area could be remodeled for various housing purposes. The use of existing structures

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reduces the environmental impact of the construction process and can provide a lower cost alternative to demolition and new construction.

- 5. Hotel Deconstruction for New Housing.** Some of the underutilized hotels could be deconstructed. New housing projects of various types could be built in their place, providing new high-quality housing for local residents of the City.

Like the economic alternative, participants were largely supportive of the housing alternatives. Key concerns include the appropriateness of a community center in the Area, limits to hotel rehabilitation under current development standards, legal issues surrounding trailer court renovations and relocations, and the noise one might hear in a residential unit that sits on a major thoroughfare. Participants were in general agreement that the City would benefit from offering high quality housing options to the professionals working at

Mee Memorial Hospital and King City High School. The attendees also liked the idea of a housing focused alternative because it would help revitalize the built environment by renovating and adaptively reusing old buildings or, in some instances, encourage the building of new residential structures in areas needing revitalization.

Attendees concluded that a combination of the economic development and housing alternatives would be the most ideal concept for the Plan Area. This concept is detailed in Chapter 3 (Preferred Plan).

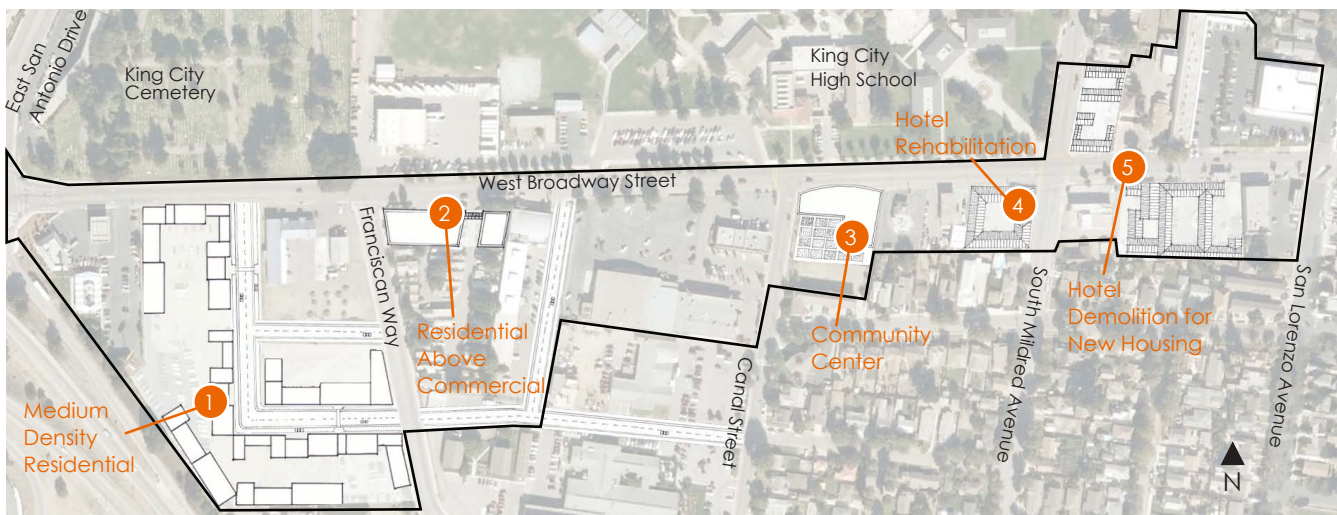


Figure 2.5 Housing Focused Alternative (At the time of the November 10, 2011 workshop, the Plan Area did not include the parcels on the northwest corner of West Broadway Street and East San Antonio Drive)

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3. PREFERRED PLAN

CHAPTER OVERVIEW

The Preferred Plan reflects the desired future of the Plan Area as informed by input from City officials, the general public, background research, and good planning practices.

In order to meet desired outcomes, the Preferred Plan identifies three districts: the Highway Serving District (HSD), the Mixed-Use Commercial District (MCD), and the Mixed-Use Residential District (MRD). These Districts were developed to provide an appropriate transition from Highway 101 to the historic downtown corridor. This Chapter starts with an overview of goals for the Plan Area. The Chapter then describes the intended look and feel of each district, and gives an overview of opportunity sites. Finally, the Chapter offers strategies to implement the goals outlined in the Preferred Plan.

IN THIS CHAPTER:

3.1 PREFERRED PLAN GOALS

3.2 AREA CONCEPT

3.3 HIGHWAY SERVING DISTRICT

3.4 MIXED-USE COMMERCIAL DISTRICT

3.5 MIXED-USE RESIDENTIAL DISTRICT

3.6 IMPLEMENTATION STRATEGIES

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3.1 PREFERRED PLAN GOALS

A combination of grant requirements, public outreach, City input, research, and best planning practices led to the creation the Preferred Plan, which represents an ideal build-out and development scenario for the Plan Area. Figure 3.1 illustrates the Preferred Plan. The Preferred Plan is articulated in the following goals.

Goal 1. Provide a safe area for residents and visitors.

West Broadway's proximity to the high school and residential neighborhoods can be used strategically to involve the area's youth and residents in place making. Giving residents, business owners, and high school students space to engage in public art programs or work in community gardens allows those that live or spend time on West Broadway to take "ownership" of the whole area.

Goal 2. Encourage economic development, especially among ethnic and immigrant communities.

By allowing for greater flexibility in building types, the Preferred Plan encourages developers to build dynamic buildings with innovative options for small business owners. In order to support local entrepreneurs, the City should seek partnerships with small business incubators.

Goal 3. Create districts that transition from auto-oriented uses on the west end of the Plan Area to pedestrian-oriented uses on the east end of the Plan-Area.

The way the built environment will be used at a busy highway off-ramp differs greatly from the way the built environment will be used in a block surrounded by single-family houses. By creating distinct districts with unique development requirements, the Preferred Plan works towards a contextualized and appropriately designed built environment. Figure 3.1 illustrates the variation in building regulations for each district in the Plan Area. The rest of this Chapter elaborates on the reasons for these distinctions, and details the ideal character for each district.

Goal 4. Develop and Implement a Smart Growth theme for the Plan Area.

Mixed-use development can increase pedestrian traffic, which has several co-benefits including increased safety (due to "eyes on the street"), a stronger sense of place, and an increased sense of community. In addition, by encouraging residential uses above commercial uses and minimizing setbacks, building massing and frontages can create a feeling of enclosure that helps to define the public space. Appendix D explains the Smart Growth theme developed for the Plan Area.

Preferred Plan Building Massing Map

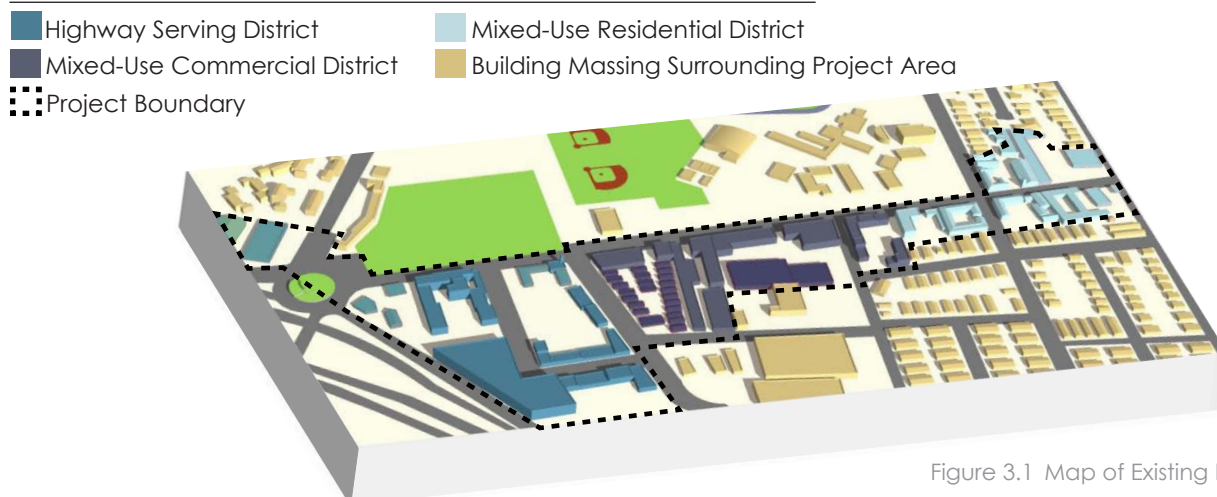


Figure 3.1 Map of Existing Building Stock in and Around the Plan Area

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3.2 AREA CONCEPT

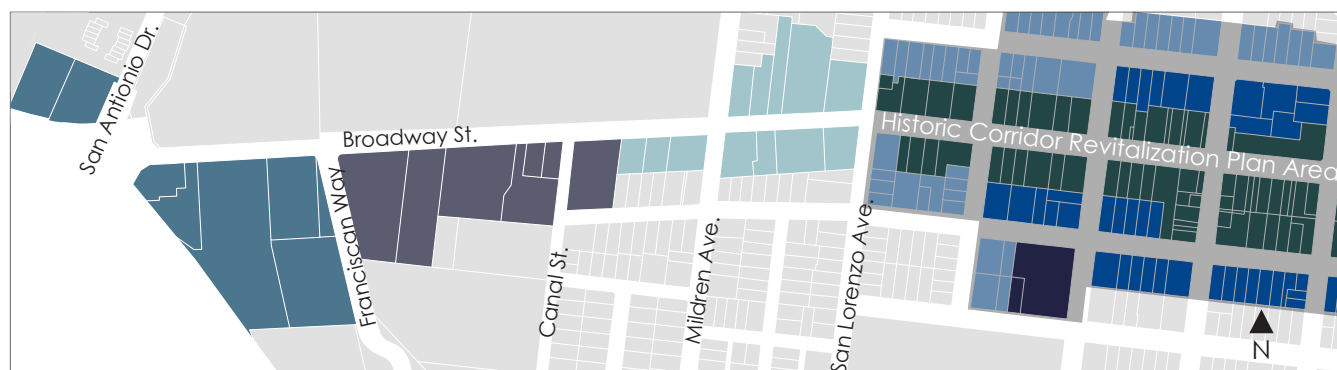
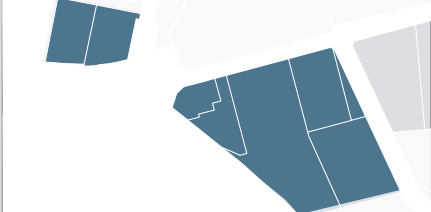
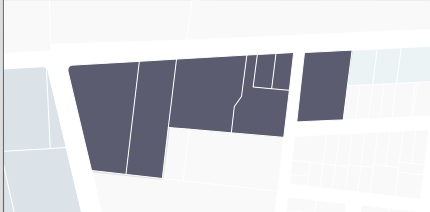
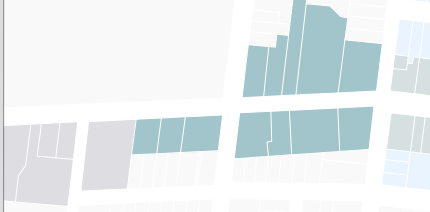


Figure 3.2 West Broadway Districts Map

Table 3.1 West Broadway District Concepts

HIGHWAY SERVING	MIXED-USE COMMERCIAL	MIXED-USE RESIDENTIAL
		
<p>The Highway Serving District (HSD) will become a destination for tourists and locals and may contain an upscale hotel, convention center, retail, and possible expansion of Mee Memorial Medical Center. The HSD will serve as a gateway to the City and provide an appropriate transition from auto-oriented to more pedestrian-friendly development. HSD is approximately 11 acres.</p>	<p>The Mixed-Use Commercial District (MCD) will transform from an auto-oriented commercial area to a pedestrian-friendly, local-serving area with restaurants, cafes, retail, and other commercial services with the option to add residential units above and/or behind businesses. MCD is approximately 8.5 acres.</p>	<p>The Mixed-Use Residential District (MRD) will encourage a variety of commercial and residential uses, including apartments and courtyard housing. Overcrowded or rundown hotels will be converted into high quality workforce housing. In order to encourage walkability and ensure flexibility for developers, many commercial uses will be allowed in this district. MRD is approximately 7 acres.</p>

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3.3 HIGHWAY SERVING DISTRICT (HSD)

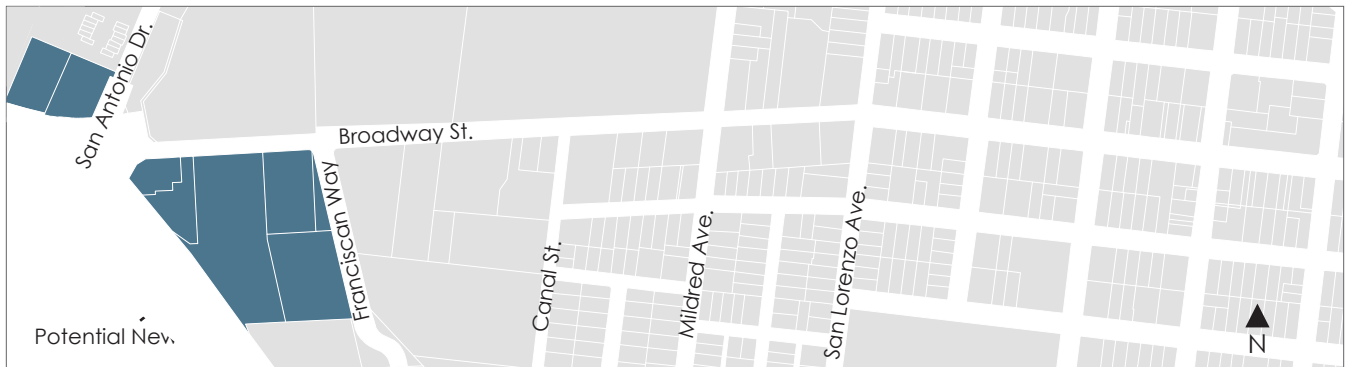


Figure 3.3 Parcels in the HSD

DISTRICT DESCRIPTION

The Highway Serving District (HSD) begins where Highway 101 meets Broadway Street and extends to Franciscan way. The HSD also includes two parcels at the northwest corner of the Highway 101 exit (Figure 3.3). The map in Figure 3.3 illustrates the HSD parcels. The HSD is intended to allow for catalytic commercial development that is aimed at serving visitors seeking lodging, visitors passing through the City, and resident.

HSD parcels can be seen from Highway 101 and serve as a main gateway to downtown for visitors and residents that use the northern Highway 101 exit (Broadway Street). The Preferred Plan accommodates a variety of uses by allowing taller and denser development. Although a main goal of the Plan is to gear development towards pedestrians, the HSD will accommodate motorists travelling to and from Highway 101.

The HSD will serve as an icon as well as transition from automobile-oriented development at the intersection of San Antonio Street and Broadway Street to more pedestrian-friendly, smaller scaled development east of Franciscan Way.

The two City-owned parcels in the HSD provide the City with many options, including providing incentives for specific types of development, facilitating potential and land swaps, and creating economic generators.

IN THIS SECTION:

[DISTRICT DESCRIPTION](#)

[EXISTING CONDITIONS](#)

[POTENTIAL FUTURE DEVELOPMENT](#)

[CONCEPTS AND EXAMPLES](#)

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EXISTING CONDITIONS

There are several vacant or underutilized parcels in the HSD, which provide opportunities for appropriate infill development. The following discussion illustrates the development potential on these sites.

The primary opportunity sites are two adjacent City-owned vacant parcels that front Broadway Street and Franciscan Way. Figure 3.4 illustrates the current condition of these parcels. These parcels are approximately 6.5 acres. Community members and City officials expressed a desire to use these parcels for the development of an upscale hotel and convention center with additional retail and space for the proposed Mee Memorial Hospital expansion. See Figure 1.7 for a map of vacant parcels in the Plan Area.

Figure 3.5 shows the intersection of San Antonio Drive and Broadway Street, where traffic from six different points interact. This large and unusual intersection is ideal for roundabout. A roundabout at this intersection could significantly calm traffic as it moves towards the downtown corridor, and could also serve as a gateway feature and identifier for the City.

Figure 3.6 depicts a local business on the corner of Franciscan Way and Broadway Street. This section of the HSD is a successful commercial center, but existing commercial developments are surrounded by vacant and underutilized parcels. Infill development complimenting these existing uses should be encouraged. New development should be pedestrian-oriented and fit with the local character.



Figure 3.4 Opportunity sites fronting Broadway Street



Figure 3.5 Opportunity site at intersection of San Antonio Drive and Broadway Street.



Figure 3.6 Opportunity site at the corner of Broadway and Franciscan

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Figure 3.7 Preferred build-out for HSD section of the Area

POTENTIAL FUTURE DEVELOPMENT

Figures 3.7 and 3.8 represent a potential build-out scenario for the HSD. Four primary opportunities are identified.

A. Hotel and convention center with frontages on Broadway Street and additional commercial development with frontages on Franciscan Way.

B. New Streets with new intersections on Broadway Street and Franciscan Way to break up the block and enhance connectivity.

C. Roundabout at the intersection of San Antonio Drive and Broadway Street to deal with the complicated intersection. A landmark could be placed on the roundabout to foster a distinct sense of place.

D. Mixed-use infill along Broadway Street and Franciscan Way.



Figure 3.8 Opportunities for HSD located on an aerial map with current conditions

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CONCEPTS AND EXAMPLES

Hotel and Convention Center. This development opportunity presents the challenge of needing to be financially feasible, stylistically sufficient to act as a gateway and landmark, and designed to interface with the street in a way that integrates with surrounding development, all while enhancing walkability. Figure 4.9 displays an example of this type of development.

Roundabout. Roundabouts are traffic calming tools that reduce motorist speed, congestion, and make intersections safer for pedestrians and motorists. Figure 4.10 is an example of a roundabout with feeder streets that are similar to the San Antonio and Broadway Street intersection. The center of the roundabout is an ideal space for a gateway or landmark. See Chapter 4 (Circulation Master Plan) for more information on circulation improvements.

Mixed-Use Infill. Mixed-use infill could tie existing development together and provide smaller commercial spaces for a cohesive and place-specific block. This would help give the area a distinct character while improving the pedestrian experience. Figure 4.11 displays an example of the type of building that could be developed on the corner of Broadway Street and Franciscan Way.

New Streets. The ideal block length for a pedestrian-friendly environment in the Plan Area is about 400 feet. The Plan Area has blocks twice that long, ranging from range 600 to 800 feet. New streets would break up large blocks and allow more pedestrian, bicycle, and vehicle access. Depending on need, new streets could also provide parallel or diagonal parking. See Chapter 4 for more information on circulation improvements.



Figure 3.9 Appropriate building massing for street facing hotel/convention center on Broadway Street



Figure 3.10 Example of a roundabout



Figure 3.11 Mixed-use infill

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3.4 MIXED-USE COMMERCIAL DISTRICT (MCD)



Figure 3.12 Parcels in the MCD

DISTRICT DESCRIPTION

The Mixed-Use Commercial District (MCD) begins where Broadway Street intersects Franciscan Way and extends to the parcel on the east side of the intersection of Broadway Street and Canal Street Avenue (Figure 4.12). The MCD encourages mixed-use infill development with the intent of increasing pedestrian safety and creating a sense of place.

The MCD is located in the heart of the Plan Area. The District receives traffic from Highway 101, downtown, King City High School, and Mee Memorial Hospital. The Preferred Plan capitalizes on this exposure by allowing denser development. It also accommodates this traffic flow through the addition of a new street on the south side of the Plan Area, which can extend Talbot Street through the MCD and HSD. By breaking up the block, businesses and residents can easily and safely access the MCD by vehicle, bicycle, or on foot.

The MCD will serve as a transition from the automobile-oriented HSD to the pedestrian-oriented MRD. Through a variety of design techniques, including pedestrian-oriented building frontages built to the property line and pedestrian-only paseos, the MCD will create a node that attracts people from downtown and other parts of the City.

IN THIS SECTION:

[DISTRICT DESCRIPTION](#)

[EXISTING CONDITIONS](#)

[POTENTIAL FUTURE DEVELOPMENT](#)

[CONCEPTS AND EXAMPLES](#)

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EXISTING CONDITIONS

There are three key opportunity sites in the MCD. The first opportunity site is a trailer park on the corner of Broadway Street and Franciscan Way. The trailer park has a single road interacting with Broadway Street and is surrounded by a large fence. The park was frequently mentioned as a concern during the public outreach process. However, it provides a significant number of affordable housing units and is protected by State law (See Appendix E for more information on State mobile-home law). Figure 3.13 illustrates current conditions at the trailer park.

The second opportunity site is the large shopping center mid-block between Broadway Street and Canal Street. The site has a large parking lot that could be developed into a pedestrian-scale mixed-use building. The site is large enough that a new development project could be sited to maintain the existing structure and sufficient parking. Figure 3.14 shows this opportunity site.

Finally, a large vacant lot on the southeast corner of Broadway Street and Canal Street could be developed in any number of ways, including entertainment services, mixed-use office and residential buildings, and other commercial services. Figure 3.15 shows this vacant lot.



Figure 3.13 Opportunity site at the corner of Franciscan Way and Broadway Street.



Figure 3.14 Opportunity mid-block between Broadway Street and Canal Street



Figure 3.15 Opportunity site on the southeast corner of Broadway Street and Canal Street

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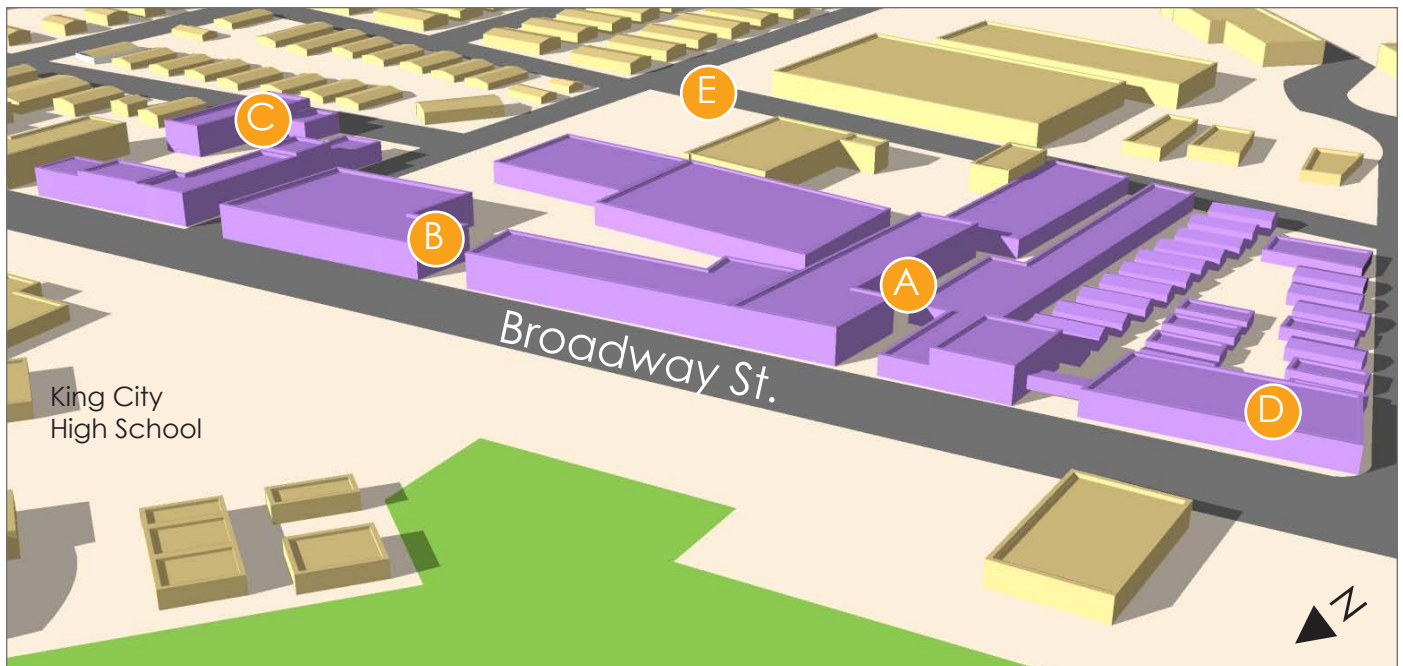


Figure 3.16 Preferred build-out for MCD section of the Site

POTENTIAL FUTURE DEVELOPMENT

Figures 3.16 and 3.17 represent a potential build-out scenario for the MCD. Five primary opportunities are identified:

- A. Retail development with a paseo connecting the north and south sides of the block.
- B. Parking lot infill takes advantage of excess space in the parking lot while also creating an active and engaging street front.
- C. New mixed-use developments on the vacant parcel could provide residential, commercial, or office uses.
- D. Mixed-use commercial can clean up the image of the trailer park along Broadway while providing affordable units on upper floors.
- E. New road on the south side of the MCD creates a more walkable, bikeable, and driveable area.



Figure 3.17 Opportunities for MCD located on an aerial map with current conditions

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CONCEPTS AND EXAMPLES

Mixed-Use Development. Vertical mixed-use development usually has commercial or office uses on the ground floor with residential uses on the top floors. Mixed-use development allows residents and businesses to be adjacent to one another while also providing a street-fronting building that enhances the pedestrian experience. Parking for these developments is generally on-street or at the rear of the parcel. Through new building regulations in Chapter 5 (Development Standards), projects will be required to vary façade, lot orientation, and height in order to create an appropriate rhythm and scale in the Plan Area. Figure 3.18 shows a successful mixed-use project in Grover Beach, CA.

Development Featuring a Paseo. Placing a paseo in new development allows for more store fronts, more direct natural daylight, and inner-block connectivity. By encouraging pedestrians to pass through the parcel, the development simultaneously provides a safe place to walk and pedestrian traffic for shop owners. Combined with mixed-use buildings, paseo development can provide an engaging place to live, work, and shop. Figure 3.19 illustrates how a paseo can be incorporated into new and existing development.

Parking Lot Infill. With the new regulations outlined in Chapter 5 (Development Standards), property owners will be able to build in oversized parking lots. Figure 3.20 shows an example of a commercial development infill in a parking lot. This development fronts the right-of-way, which provides an active and engaging pedestrian environment.



Figure 3.18 New mixed-use development with commercial on the bottom floor and residential on the top two floors.



Figure 3.19 New development with a prominently featured paseo.



Figure 3.20 New street-fronting commercial development in what used to be an excessively large parking lot.

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3.5 MIXED-USE RESIDENTIAL DISTRICT (MRD)

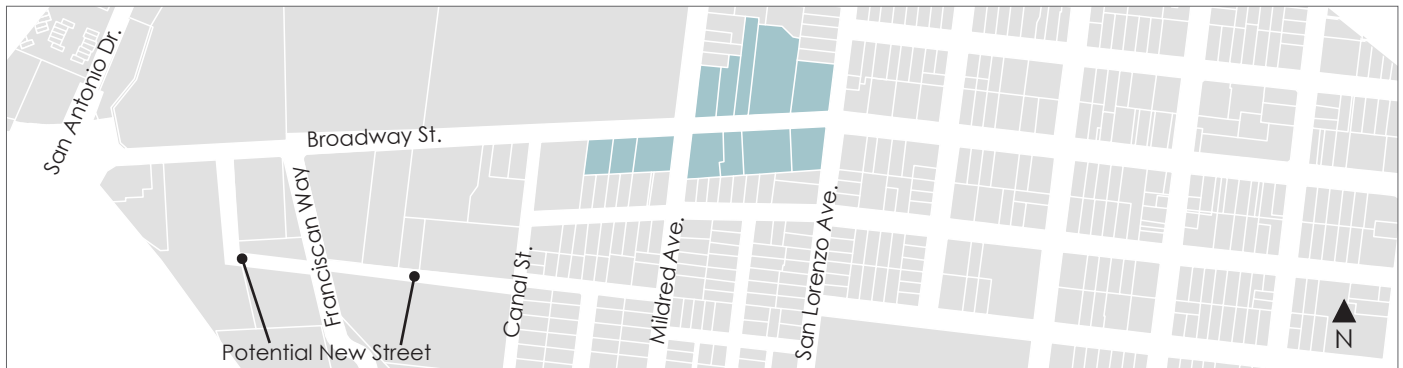


Figure 3.21 Parcels in the MRD

DISTRICT DESCRIPTION

The Mixed-Use Residential District (MRD) begins mid-block on Broadway Street between Canal Street and Mildred Avenue and runs to San Lorenzo Avenue (Figure 3.21). The MRD encourages mixed-use projects with a strong emphasis on providing a variety of residential building types by renovating old motels and/or building new residential and mixed-use developments.

The MRD surrounds the entrance to King City High School and abuts the historic downtown corridor. As a result, the MRD experiences a large amount of pedestrian traffic. The area already hosts many housing options and is somewhat pedestrian-oriented, with smaller blocks, lots, and buildings. New housing in the MRD could serve a wide variety of households, such as families with children, employees at King City High School or Mee Memorial Hospital, people working in other parts of the City, and seniors.

By encouraging a pocket of compact residential development in the downtown area, the MRD will provide a place to live for those who want to be within walking distance to work, entertainment, and daily services.

IN THIS SECTION:

DISTRICT DESCRIPTION

EXISTING CONDITIONS

POTENTIAL FUTURE DEVELOPMENT

CONCEPTS AND EXAMPLES

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EXISTING CONDITIONS

There are several motels in the MRD that have been informally converted to housing units. These sites provide an opportunity for renovation in some cases, and new development in other cases. These sites could be utilized for diverse housing purposes ranging from affordable short-term housing (for seasonal laborers) to upscale condominiums (for professionals working at King City High School or Mee Memorial Medical Center). Figure 3.22 shows an example of a motel on Broadway Street and Mildred Avenue. Figure 3.23 shows locations of the four older motels in the MRD.

There are also several underutilized parcels in the MRD. Figure 3.24 illustrates development that is auto-oriented with poor street frontage and is not pedestrian-friendly. New residential and commercial development could infill these parcels with pedestrian-friendly projects built to the property line.



Figure 3.22 Old motel on Broadway Street in the MRD



Figure 3.23 Motel opportunity sites



Figure 3.24 Opportunity site at on Broadway Street between Canal Street and Mildred Avenue

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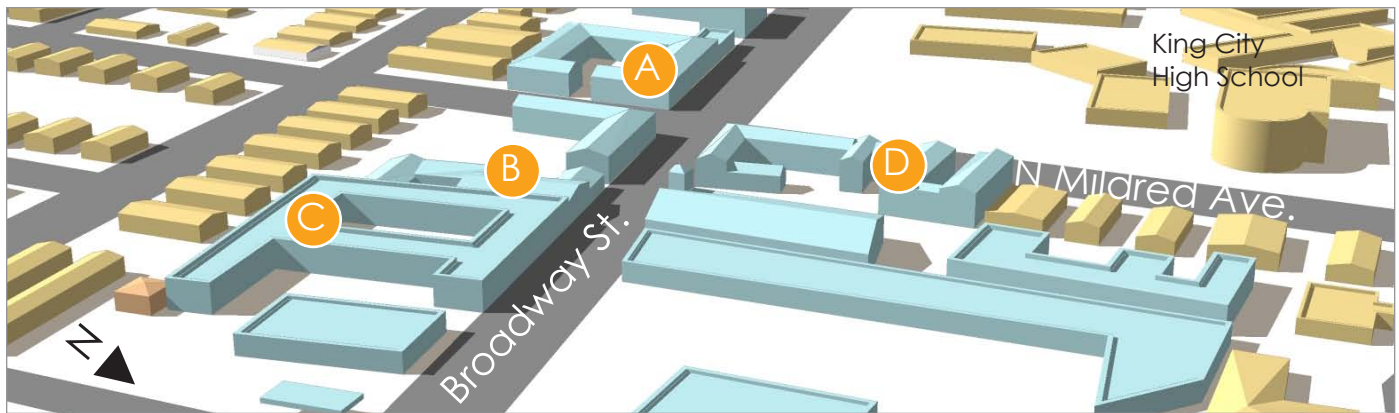


Figure 3.25 Preferred build-out for MRD section of the Site

POTENTIAL FUTURE DEVELOPMENT

Figures 3.25 and 3.26 represent a potential build-out scenario for the MRD. Four primary opportunities are identified:

A. Hotel rehabilitation for apartments or small units provide high quality residential units with potential lower costs compared to new development. This option also allows for the preservation of historic buildings and unique characteristics of the Plan Area (such as the motel with the palm tree growing out of the lobby, see Figure 3.22).

B. Medium density housing could satisfy housing needs in an efficient, centralized location near existing services and transportation options.

C. Hotel demolition for the purpose of providing high quality new housing in a central location for the residents of the City.

D. New mixed-use developments with an emphasis on high quality market-rate and work-force housing.



Figure 3.26 Opportunities for MRD located on an aerial map with current conditions

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CONCEPTS AND EXAMPLES

Hotel Rehabilitation. Old hotels and motels can be converted to residential properties. Figure 3.27 is an example of a project that, although different in scale than the motels in the MRD, successfully converted an old hotel into mixed-income housing with ground floor retail while preserving a building of historic value. The use of existing structures reduces the environmental impact of the construction process and can provide a lower cost alternative to demolition and new construction.

Hotel Demolition for New Housing. Some of the old hotels in the MRD may need to be demolished in order to be converted to higher quality housing. Figure 3.28 illustrates a type of housing that could effectively replace the density of units currently provided by hotels and motels.

New Residential Development. New housing on West Broadway could help satisfy housing needs in an efficient centralized location near services and transportation. Housing in the MRD would need little new infrastructure and could support downtown businesses. Figure 3.29 illustrates an appropriate housing type in the MRD.



Figure 3.27 Rehabilitated hotel



Figure 3.28 Appropriate high-density housing



Figure 3.29 Street-fronting medium-density housing with sufficient off-street parking

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3.6 IMPLEMENTATION STRATEGIES

This section provides a series of strategies to implement the Preferred Plan.

1. **Adopt recommended development standards (Chapter 5).**
2. **Adopt recommended circulation improvements (Chapter 4).**
3. **Begin a relationship with a non-profit business incubator organization.** The City should recruit organizations such as El Pajaro CDC from Watsonville, California, to assist local entrepreneurs, particularly small business owners from the Latino community. This will become especially important in the West Broadway area where there is large commercial development potential.
4. **Enter into a relationship with King City High School and surrounding neighborhoods.** By engaging community and student groups, the City can create "buy-in" for projects that need volunteer labor such as public art. The City should create a space for these groups to express themselves. Options for these expressions include community garden plots, space for street murals, and space for physical art.

4. CIRCULATION MASTER PLAN

CHAPTER OVERVIEW

The Circulation Master Plan catalogues the existing automotive, pedestrian, and bicycling circulation conditions in the Plan Area. Chapter 4 also explains relevant existing circulation policy.

In order to increase the Plan Area vibrancy, walkability, and pedestrian-orientation, the Circulation Master Plan recommends policies including the implementation of regional bicycle plans and the adoption of new development standards.

IN THIS SECTION:

3.1 EXISTING CONDITIONS

3.2 CIRCULATION CONCEPT PLAN

4.1 EXISTING CONDITIONS

CITYWIDE CONTEXT

Broadway Street serves as a major thoroughfare in the City of King. Broadway Street connects to First Street at its eastern terminus, and runs through the Historic Downtown Corridor and the West Broadway Master Plan area, connecting to Highway 101 at its western terminus. West Broadway Street can also be accessed from Highway 101 via Canal Street. Figure 3.1 provides a map of West Broadway Street in relation to the rest of the City.

STREET TYPES

The West Broadway Master Plan area includes two major arterials and four collector streets. Figure 3.2 provides a map of streets in the Plan Area. Right-of-ways vary between 45 and 80 feet. Street configuration also varies. The majority of streets in the Plan Area are one travel lane in each direction, and include a center turn lane and on-street parking. Figure 3.3 illustrates the typical street configuration in the Plan Area.

San Antonio Drive is the only four lane arterial in the Plan Area. It has a 75 foot right-of-way and no on-street parking. According to the 1998 General Plan, San Antonio Drive is a loop road serving to divert traffic from Broadway Street and its cross streets. The existing configuration supports this type of use.

Citywide Context Circulation Map



Figure 4.1 Existing circulation in a citywide context

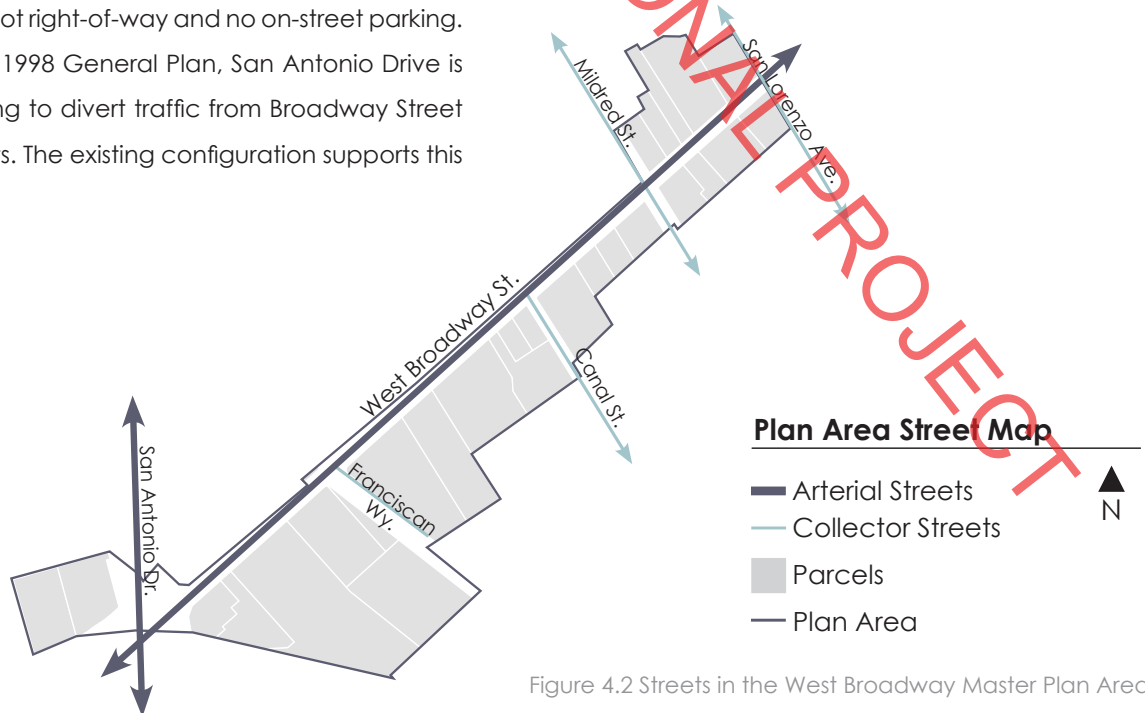


Figure 4.2 Streets in the West Broadway Master Plan Area

Typical Street Configuration in the Plan Area

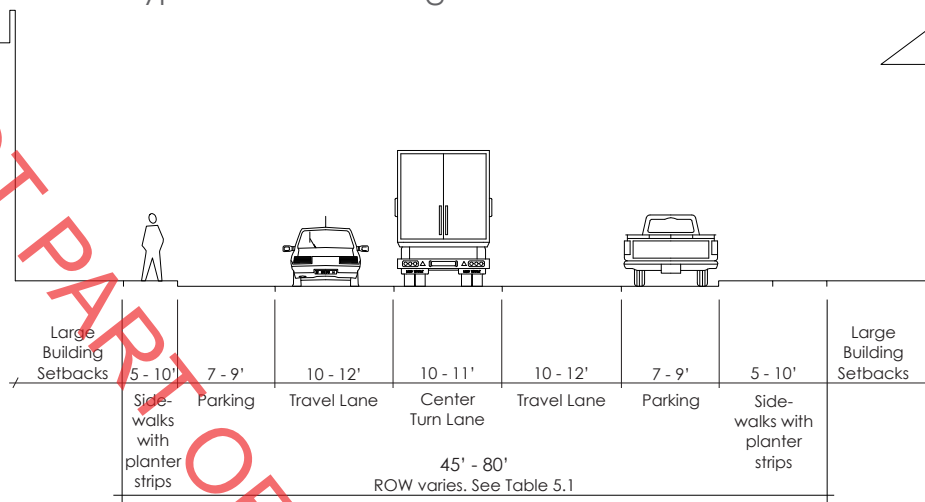


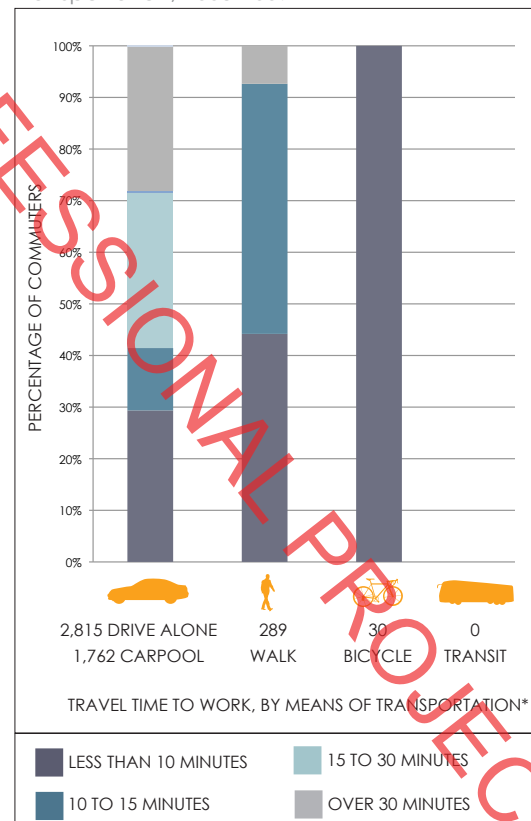
Figure 4.3 Typical configuration for streets in the Plan Area

COMMUTER RATES

According to 2005-2009 American Community Survey data (US Census, 2010), nearly 93 percent of City residents commuted to work via automobile. Fifty five percent of car commuters were "single driver", while 45 percent carpooled to work. No residents used public transit for their work commute, less than one percent of commuters rode bikes, and seven percent walked.

Over the same time period, the majority of commuters travelled less than 10 minutes to work. Figure 3.4 shows travel time to work for commuters between 2005 and 2009, by means of transportation (US Census, 2010). According to the data, 100 percent of bike commuters and nearly 50 percent of walkers travelled less than 10 minutes to work. Additionally, a significant portion of car commuters drove less than 10 minutes to work.

Figure 4.4 Travel Time to Work, by Means of Transportation, 2005-2009



Source: US Census Bureau. 2005-2009 American Community Survey 5-Year Estimates Table C08134

*89 estimated to travel by "Other means"

Table 4.1 Existing Pedestrian and Bicycle Level of Service (LOS), by Street Segment

SEGMENT OF WEST BROADWAY		BIKE LOS	PED LOS	PREFERRED LOS
1.	Between San Antonio and Franciscan Wy.	D	D	A
2.	Between Franciscan Wy. and Canal St.	E	C	
3.	Between Canal St. and Mildred St.	E	C	
4.	Between Mildred St. and San Lorenzo Ave.	E	C	
ENTIRE CORRIDOR		E	C	

NON-AUTOMOTIVE CIRCULATION CONDITIONS

Table 3.1 summarizes the existing pedestrian and bicycle levels of service (LOS) within the Plan Area. Pedestrian and bicycle LOS were calculated using a method outlined in the Transportation Research Record. Detailed tables used for the process can be found in Appendix XX.

- Pedestrian LOS.** This measurement considered existing sidewalk conditions, curb cuts, pedestrian amenities, traffic speeds, traffic LOS, general sidewalk maintenance, and links to public transit, for the various segments of West Broadway in the Plan Area.
- Bicycle LOS.** This measurement considered existing bike facilities, curb cuts, traffic speeds, traffic LOS, general road maintenance, and links to transit for the various segments of West Broadway in the Plan Area.

Figure 3.5 shows existing conditions along Broadway Street in the plan area, including stop signs, a traffic signal, bus stops, and curb cuts. Traffic is uncontrolled along Broadway, except for the signal light at San Antonio Drive and the four-way stop sign at Mildred Street.

Bicycle Conditions

While the wide traffic lanes allow adequate space for bicyclists, there are no bicycle facilities in the Plan Area. In addition, the lack of crosswalks, stop signs, and signals make the area less than ideal for bicycling. Despite limited

bike facilities, the majority of community members who participated in public engagement efforts reported that they feel safe riding a bicycle on West Broadway Street.

Pedestrian Conditions

As shown in Figure 3.5, there are 27 instances of curb cuts along Broadway Street within the Plan Area. Curb cuts create pedestrian-vehicle conflict points and potential safety hazards. The vertical changes in sidewalk surface also pose obstacles for pedestrians with physical challenges.


Sidewalks are “continuous” within the Plan Area and conditions are generally smooth and free of major trip-fall hazards. The aesthetics of the pedestrian experience are negatively impacted by occasional weeds and mismatched concrete.

Most intersections are marked with pedestrian crosswalks and are wheelchair accessible. There are four instances of “incomplete” pedestrian crossings, where there is at least one crossing unmarked on the pavement, or where the crossing is not wheelchair accessible. These intersections are where Broadway Street intersects Canal Street, Mildred Street, and San Lorenzo Street. No pedestrian crossing signs are posted at any intersections in the Plan Area.

Figure 4.5 Map of Existing Circulation Conditions in the Plan Area



Existing Circulation Conditions Map

- | | |
|---|---|
|  Stop Sign |  Bus Stop |
|  Curb Cut |  Bus Stop Shelter Provided |
|  Signal Intersection |  Bus Stop Bench Provided |
|  Plan Area | |

TRANSIT CONNECTIONS

The City is served by the Monterey-Salinas Transit (MTS) bus line 23 which provides connections to Soledad, Greenfield, Gonzales, Chualar, and Salinas. Data provided by MST indicates that among 11 bus stops located in the City, an average of seven riders boarded each stop per day in 2010. There are two bus stops within the Plan Area. They are located on Franciscan Way near Broadway Street, and on Canal Street near Bassett Street. The bus stop on Canal Street reportedly had the highest boarding rate of any stop within the City, with more than 32 average persons boarding per day in 2010.

CIRCULATION POLICY

Broadway Street has been the subject of several transportation planning documents and circulation studies.

The Transit Authority of Monterey County (TAMC) identified Broadway Street as a recommended Class II Bicycle Facility in its *2010 TAMC Bicycle and Pedestrian Master Plan*. This recommendation lists Broadway Street as a key thoroughfare in the City's bicycle network.

The City, meanwhile, has policy on its books to invest development impact fees in widening Broadway Street

to four lanes between Mildred Avenue and Canal Street. The four lane alignment is being undertaken as a remedy to the congestion on that section of Broadway Street as well as an attempt to improve the intersection of Mildred Avenue and Broadway Street, which has a D Level of Service (LOS) ranking.

While not mutually exclusive, these two plans for Broadway Street represent different approaches. One approach is for the City to embrace a pedestrian and bicycle-centric Broadway Street by maintaining one lane in each direction with slow moving traffic, safe bicycle lanes, and large sidewalks. This option would require the City to find creative ways to alleviate the vehicle congestion and to evaluate circulation with alternative measures of LOS.

The other approach is for the City to begin the transition of Broadway Street to four lanes (Figure 4.6). This may reduce congestion in the short term, but significantly jeopardized pedestrian and bicycle safety and reinforces Broadway Street as an auto-centric corridor. If the City is looking to expand Broadway to four lanes beyond Mildred or Canal, bicycle lanes will need to be dangerously narrow and valuable right-of-way will be transitioned from sidewalk to roadway.

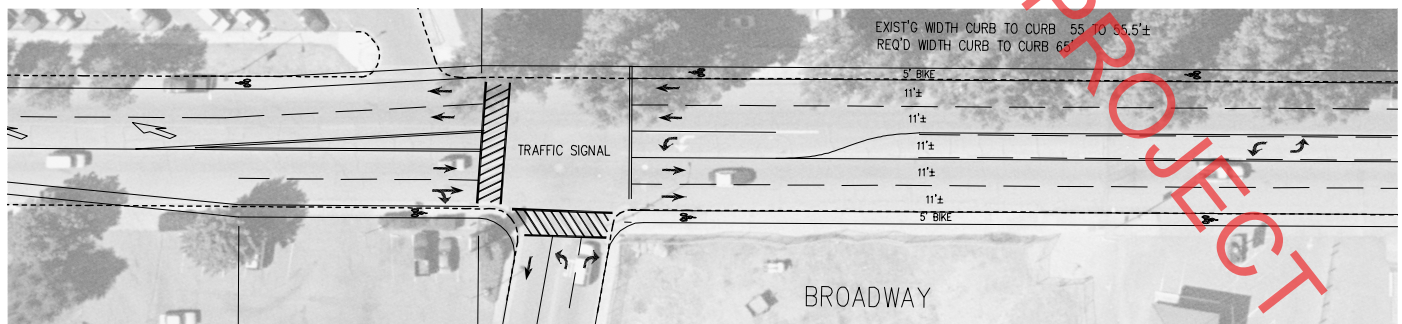


Figure 4.6 Suggested Lane Addition between Mildred Avenue and Canal Street

4.1 CIRCULATION CONCEPT PLAN

The City faces the difficult challenge of balancing its automobile level of service issues with pedestrian and bicycling accessibility. As previously mentioned, the Plan Area is predominantly auto-centric. The development standards proposed in Chapter 5 are aimed at addressing the auto-centricity. By considering the opportunities and constraints of the plan area holistically, the City is in a unique position to effectively address the increase in automobile traffic that will occur as a result of population growth while also fostering a walkable commercial center that is recognizable, accessible, and vibrant. The following policies are aimed at addressing this challenge. These policies are pedestrian and bicyclist-friendly, but maintain an acceptable automobile environment. In order to address the walking, cycling, and automobile balance, the following policy options should be considered:

POLICY 1. IMPLEMENT TAMC BICYCLE LANE SUGGESTIONS

Why: The City understands the importance of alternative modes of transportation and intends to provide non-motorists with safe access to the businesses, schools, and parks located in or near the Plan Area.

How: Provide continuous Class II bicycle lanes of at least six feet with appropriate signs along Broadway Street between San Antonio Drive and San Lorenzo Avenue.

Responsible Parties: Public Works, Planning Department

Timeframe: Immediately

Funding: TAMC Bicycle and Pedestrian Facilities Program, General Fund

POLICY 2. LIMIT BROADWAY STREET CURB CUTS TO IMPROVE PEDESTRIAN AND BICYCLE SAFETY

Why: Reducing the amount of curb cuts on Broadway Street reduces the amount of potentially dangerous interactions between user types (vehicles, bicyclists and pedestrians). The development standards in Chapter 5 suggest pushing ingress and egress to side streets in MCD and MRD Zones. As development progresses over time, the major points of ingress and egress will be taken off Broadway Street and moved to side streets. This will result in fewer cars slowing or stopping to park from Broadway Street, making the Street safer for pedestrians and bicyclists. This also provides better access to parking, which will be required to be in the rear or on the sides of parcels.



Figure 4.7 Potential Broadway Street Alignment with Bicycle Lanes



Figure 4.8 Potential New Streets in the Plan Area

How: Adopt Development Standards as suggested in Chapter 5

Responsible Parties: Planning Commission and City Council

Timeframe: Immediately

Funding: None Required

POLICY 3. REDUCE BLOCK SIZE

Why: Section 3.4 describes the large block size in the Plan Area. By breaking up the block with new streets, the Plan Area gains walkability and allows for additional automobile circulation options. New Streets could also provide on-street parking, which will make up for parking spaces lost on Broadway Street improvements and as a result of lower parking requirements in the recommended development standards (Chapter 5). Figure 4.8 illustrates potential locations for new streets in the Plan Area.

How: Build new streets as explained in Sections 3.4 and 3.5

Responsible Parties: Public Works, Planning

Timeframe: 1-3 years

Funding: Land Swap, Impact Fees, Exactions, General Fund

POLICY 4. ADDRESS INTERSECTION ISSUES AT EAST SAN ANTONIO DRIVE AND BROADWAY STREET

Why: A roundabout provides a safe and predictable intersection for motorists, bicyclists, and pedestrians. The intersection at East San Antonio Drive and Broadway Street also contains an on-ramp for Highway 101, which means there are five entry and five exit points, or ten directions of traffic. The current signal at the intersection is confusing and often leads to erratic driving, putting other

motorists, cyclists, and pedestrians at danger. The size and shape of the intersection provides challenges to building a roundabout. The City should invest in a study to determine the feasibility and cost of the potential roundabout.

How: Conduct an initial study for the feasibility and cost of a roundabout at the intersection of East San Antonio Drive and Broadway Street

Responsible Parties: Planning

Timeframe: Immediately

Funding: CalTrans Grants, General Fund



Figure 4.9 Complicated Intersection of West Broadway Street and San Antonio Drive

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5. DEVELOPMENT STANDARDS

CHAPTER OVERVIEW:

Chapter 5 provides regulatory standards governing land use and building form within the West Broadway Master Plan Area. The Form-Based Code is a reflection of the community's vision for the Plan Area and Preferred Plan described in Chapter 3.

The Form-Based Code is organized as follows: Section 5.1 (Regulating Plan) illustrates which parcels fall within each Zone. Section 5.3 -5.7 (Building Standards) provide regulations for building placement, height, lots, encroachment, and frontages. Additional standards provide regulations for parking requirements, allowed land uses, mobile vending carts, and sidewalk cafes.

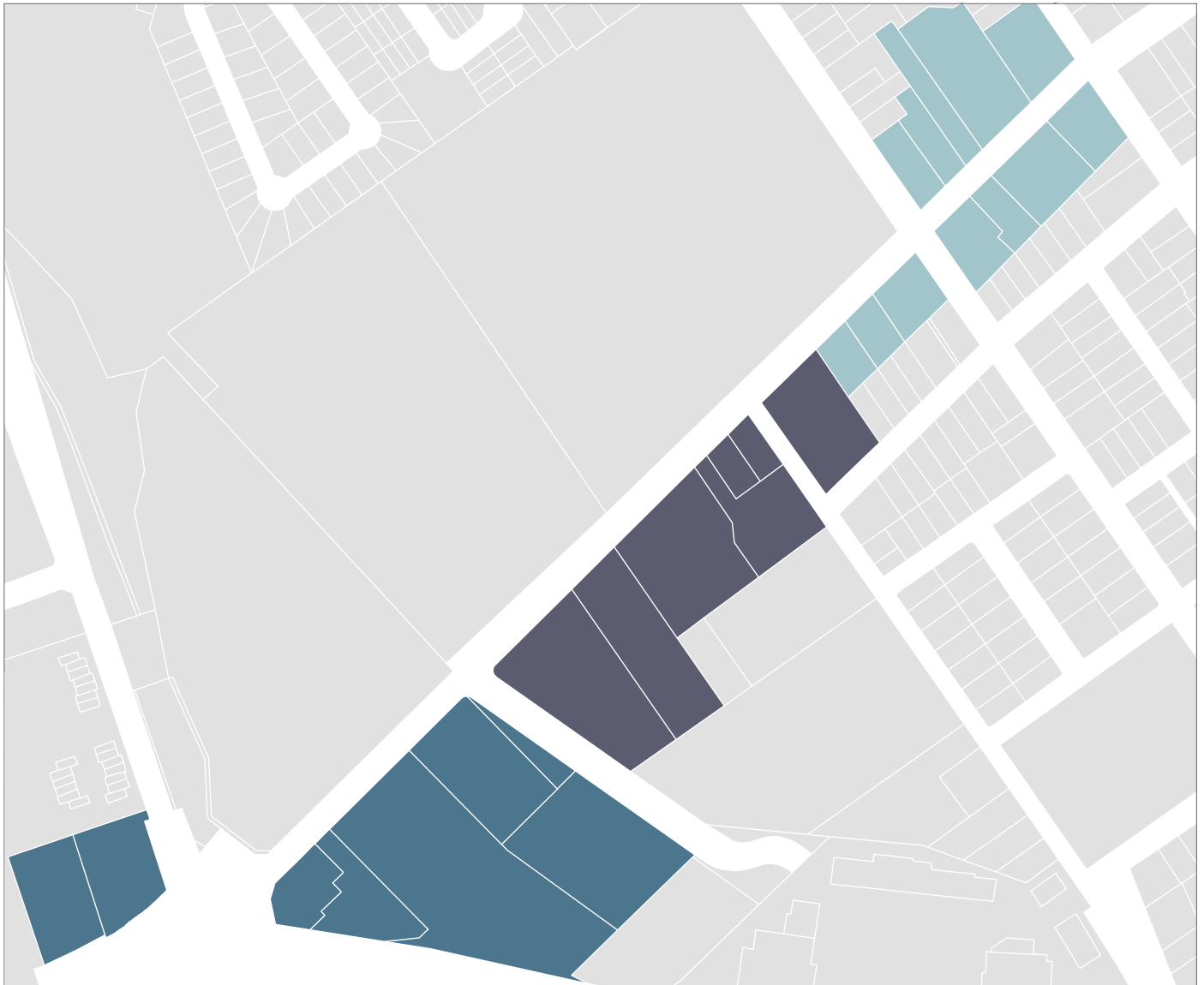
The Form-Based Code is intended for adoption in the Zoning Code for the City of King. Upon adoption it will supersede and replace the Zoning Code provisions regarding zoning districts, allowable land uses, permit requirements, and development standards in the applicable area. If a conflict arises between the form-based standards and Title 17 of the City Municipal Code, the Form Based Code Standards prevail.

IN THIS CHAPTER:




- 5.1 REGULATING PLAN
- 5.2 ZONE DESCRIPTIONS
- 5.3 BUILDING STANDARDS: BUILDING PLACEMENT
- 5.4 BUILDING STANDARDS: HEIGHT & LOTS
- 5.5 BUILDING STANDARDS: ENCROACHMENTS & FRONTAGES
- 5.6 PARKING STANDARDS
- 5.7 ALLOWED LAND USES AND PERMIT REQUIREMENTS
- 5.8 FRONTAGE TYPES
- 5.9 MISCELLANEOUS STANDARDS
- 5.10 GLOSSARY
- 5.11 GLOSARIO

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5.1 REGULATING PLAN

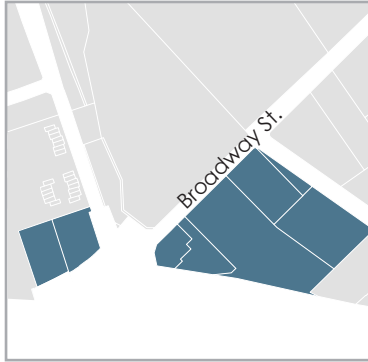


Districts

-  Highway Serving District
-  Mixed-Use Commercial District
-  Mixed-Use Residential District

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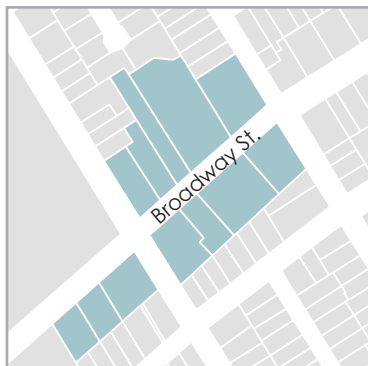
5.2 ZONE DESCRIPTIONS



Highway Serving District (HSD): The primary intent of this Zone is to regulate the physical form of buildings to allow for automobile oriented development that serves visitors exiting Highway 101. The secondary intent of the zone is to serve as a buffer and transition area to the pedestrian-oriented MCD and MRD.



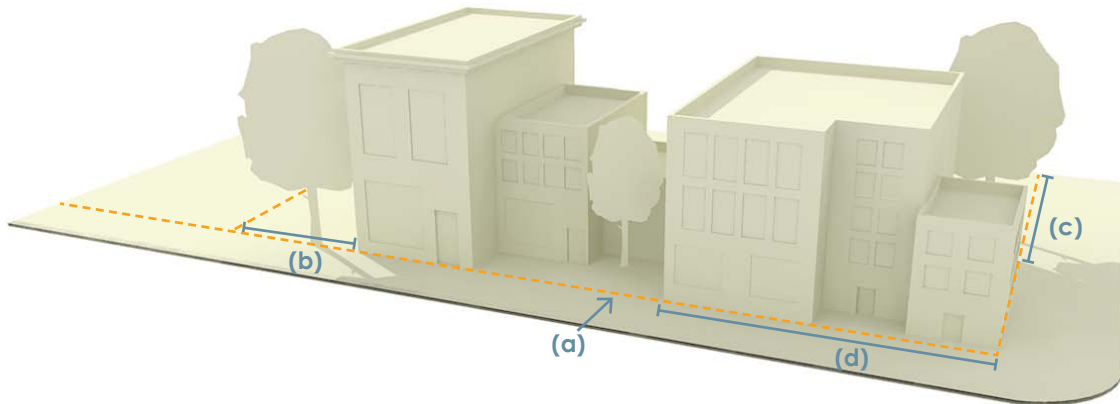
Mixed-Use Commercial District (MCD): The primary intent of this Zone is to regulate physical form and use to enhance the current commercial character of the area in a way that creates a sense of place, enhances the pedestrian experience, and provides services to residents and visitors.



Mixed-Use Residential District (MRD): The primary intent of this zone is to regulate physical form and use to create a mixed-use, walkable corridor adjacent to the downtown corridor. MRD also gives property owners flexibility by allowing for a variety of commercial and residential uses and frontage types.

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5.3 BUILDING STANDARDS: BUILDING PLACEMENT



BUILDING PLACEMENT	ZONE		
	HSD	MCD	MRD
BUILD-TO LINE (BTL) (DISTANCE FROM PROPERTY LINE)			
Front (a)	5'	0'	0'
SETBACK (DISTANCE FROM PROPERTY LINE)			
Side (min.) (b)			
Adjacent to Residential Use	-	10'	10'
Adjacent to all other Zones	0'	0'	0'
Rear (min.) (c)			
Adjacent to Residential Use	-	10'	10'
Adjacent to all other Zones	0'	0'	0'
BUILDING FORM			
Primary Street Facade built to BTL (min.) (d)	60%	70%	70%

NOTES

All ground floor uses must have a main entrance on the primary street or side street. Upper floor non-residential uses must have a main entrance on the primary street. Upper floor residential uses may have their primary entrance on a side street or alley.

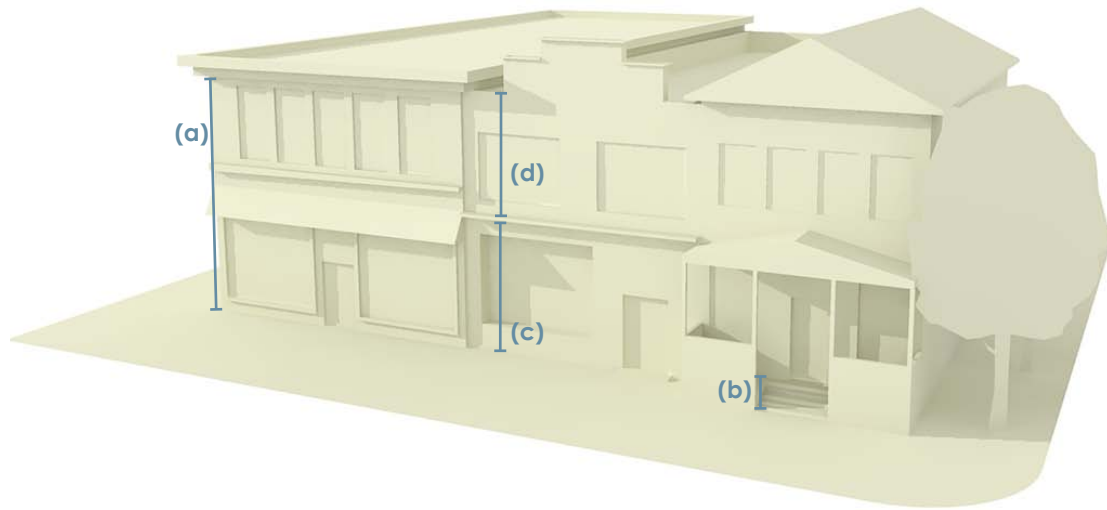
Any building wider than 50' must be designed to read as a series of buildings each no wider than 50'.

Loading docks, overhead doors, and other service entries are prohibited on street-facing facades.

Primary street facade at BTL can be less than 70% for Stoop and Dooryard frontage types. See Section 5.5 for all frontage type standards.

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5.4 BUILDING STANDARDS: HEIGHT & LOTS



HEIGHT ¹		ZONE		
		HSD	MCD	MRD
Building Max.	(a)	40'; 3 Stories	30'; 3 Stories	30'; 3 Stories
Finish Ground Floor Level (max. distance above sidewalk)	(b)	3'' ²	3''	18'' ²
First Floor Ceiling Height (min. clearance for non-residential uses)	(c)	14'	14'	12'
First Floor Ceiling Height (min. clearance for residential uses)	(c)	8'	8'	8'
Upper Floor Ceiling Height (min. clearance)	(d)	8'	8'	8'

LOT MERGERS AND SUBDIVISIONS

A Use Permit shall be submitted and appropriate findings of fact made before any subdivision or lot assembly within the Plan Area. To evaluate lot size and building site area, proposals must be found consistent and compatible with the standards within the WBMP. The following findings of fact must be made in order to approve any subdivision or lot assembly, in addition to other required findings for Use Permits.

1. The lot division or assembly is in character with the Form-Based Code of the WBMP and all standards within the WBMP land guidelines.
2. The lot division or assembly is similar in size and shape to surrounding lots within the WBMP and within the same district land use designation.

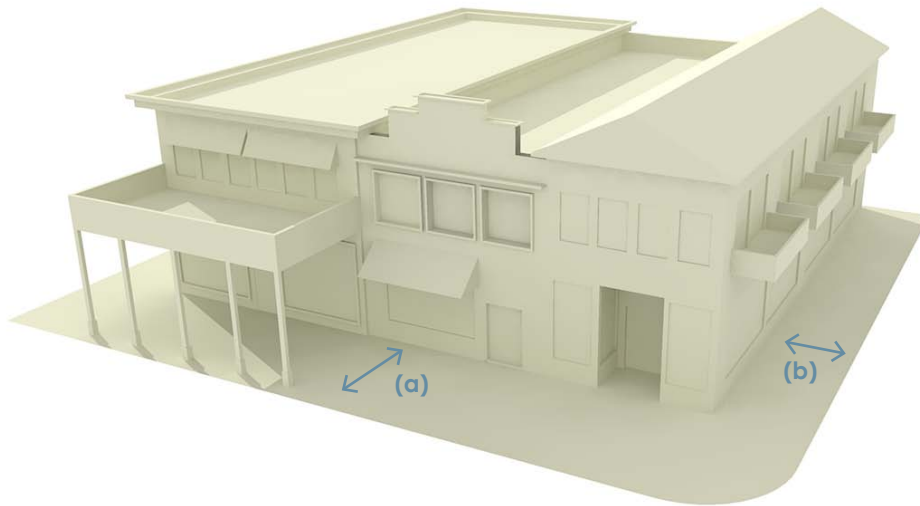
NOTES

¹Minimum and maximum building heights are measured from the average finished grade at the front setback line to the base of the eave or cornice.

²Finished ground floor level differs for the Stoop frontage type. See Section 5.5 for frontage type standards.

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5.5 BUILDING STANDARDS: ENCROACHMENTS AND FRONTAGES



ENCROACHMENTS ^{1, 2, 3}	ZONE		
	HSD ²	MCD	MRD
FRONTAGES			
Forecourt	0'	0'	0'
Shopfront ⁴	0'	0'	0'
Gallery (a)	24" from curb face	24" from curb face	24" from curb face
Arcade (a)	24" from curb face	24" from curb face	24" from curb face
Stoop	-	0'	0'
Dooryard	-	0'	0'
OTHER ENCROACHMENTS			
Rear ground floor (max. into City property or setback)	4'	4'	4'
UPPER FLOOR ENCROACHMENTS (BALCONIES, BAY WINDOWS, CANTILEVERED ROOMS)			
Front (max.)	2'	2'	2'
Side Street (max. into City property or setback) (b)	4'	4'	4'
Rear (max. into City property or setback)	6'	6'	6'

NOTES

¹ Any encroachment onto City property requires a City encroachment permit.

² HSD has a 5' build-to line. In HSD, an encroachment occurs when a building enters into the setback.

³ In no case shall an encroachment extend beyond 24" from curb face.

⁴ Awnings may encroach into the right-of-way up to 24" from curb face.

- Not permitted in Zone.

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5.6 PARKING STANDARDS

PARKING	ZONE		
	HSD	MCD	MRD
LOCATION (DISTANCE FROM PROPERTY LINE)			
Front Setback (min.)	30'	30'	30'
Side Setback (min.)	0'	0'	0'
Side Street Setback (min.)	5'	5'	5'
Rear Setback (min.)	5'	5'	5'
Parking Drive Width (max.)	15'	11'	11'
REQUIRED SPACES			
Ground Floor			
Uses < 3,000 sf	none	none	none
Uses > 3,000 sf	1 space/1,000 sf	1 space/1,000 sf	1 space/1,000 sf
Upper Floors			
Residential Uses	1 space/unit	1 space/unit	1 space/unit
Other Uses	1 space/1,000 sf	1 space/1,000 sf	1 space/1,000 sf

NOTES

These parking standards apply to new development, additions greater than 50 percent of the existing structure, and land use changes in existing structures. Existing uses or similar uses that move into existing spaces do not need to provide additional parking.

Parking should be located behind buildings and structures.

50% of the on-street parking spaces adjacent to lot can count toward parking requirements.

If required minimum space total is not a whole number, it must be rounded up to the nearest whole number.

Parking may be provided off-site within 1,320 feet or as shared parking.

Parking drives are highly discouraged along Broadway Street and only permitted if there is no other option for access to parking.

On corner lots, parking drives shall not be located on primary street.

Shared drives are encouraged between adjacent lots.

Off-street spaces do not need to be covered.

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5.7 ALLOWED LAND USES AND PERMIT REQUIREMENTS

LAND USE TYPE ^{1, 2, 3}	ZONE		
	HSD	MCD	MRD
RECREATION, EDUCATION & PUBLIC ASSEMBLY			
Commercial recreation facility: Indoor			
< 1,500 sf	P	P	P
> 1,500 sf	P	UP	UP
Health/fitness facility			
< 1,500 sf	P	P	P
> 1,500 sf	P	UP	UP
Library, museum, or art gallery	P	P	P
Meeting facility, public or private	P	UP	UP
Park, playground	UP	UP	UP
School, public or private	UP	UP	UP
Studio: art, dance, martial arts, music, etc.			
< 1,500 sf	P	P	P
> 1,500 sf	P	UP	UP
Theater, cinema, or performing arts			
< 5,000 sf	P	P	UP
> 5,000 sf	P	UP	UP
RESIDENTIAL			
Ancillary Building	P	P	P
Dwelling: Multi-Family-Rowhouse	-	-	P
Dwelling: Multi-Family-Triplex	-	-	P
Dwelling: Multi-Family-Fourplex or larger	-	UP	P
Group Home, 6 or fewer residents	P ⁴	P ⁴	P
Group Home, 7 or more residents	P ⁴	P ⁴	P
Live/work unit	P ⁴	P ⁴	P
Mixed-use project residential component	P ⁴	P ⁴	P ⁴
RETAIL			
Artisan Shop	-	P	P
Bar, tavern, night club	UP	UP	UP

¹ A definition of each Land Use Type can be found in the Glossary.

² Similar uses permitted or conditionally permitted, as determined by the Director or the Planning Commission to be of the same general character as the listed uses.

³ Drive-thrus are not allowed with any use in any Zone except HSD.

⁴ Residential allowed on upper floors only.

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LAND USE TYPE ^{1, 2, 3}	ZONE		
	HSD	MC	MR
RETAIL, CONT.			
General retail, except with any of the following features:	P	P	P
Alcoholic beverage sales, off-premise	UP	UP	Up
Floor area over 8,000 sf	UP	UP	UP
On-site production of items sold	UP	UP	-
Operating between 9 pm and 7 am	UP	UP	UP
Neighborhood Market < 8,000 sf	P	P	P
Nursery < 10,000 sf	-	UP	UP
Restaurant, café, coffee shop ⁵	P	P	P
SERVICES: BUSINESS, FINANCIAL, PROFESSIONAL			
ATM or bank	P	P	P
Business support service	-	P	P
Medical services: Clinic, urgent care	P	UP	UP
Medical services: Doctor Office	P	P	UP
Medical services: Extended Care	P	UP	UP
Office: Business, service	P	P	P
Office: Professional, administrative	P	P	P
SERVICES: GENERAL			
Bed & Breakfast			
4 guest rooms or less	-	P	P
Greater than 4 guest rooms	UP	UP	UP
Child day-care centers	-	P	P
Child day-care center: Large family day-care homes	-	P	P
Child day-care center: Small family day-care homes	-	P	P
Financial Services	P	P	P
Lodging	P	UP	UP
Personal Services	P	P	P
TRANSPORTATION, COMMUNICATIONS, INFRASTRUCTURE			
Parking facility, public or private	UP	UP	UP
Train/multi-modal depot	P	UP	UP
Wireless telecommunications facility	UP	UP	-
VEHICLE SERVICES			
Auto Parts Sales	-	P	UP
Auto Service Station	P	P	UP
Auto Repair Garage	P	P	UP
Car Wash	UP	P	UP

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5.8 FRONTAGE TYPES

FORECOURT

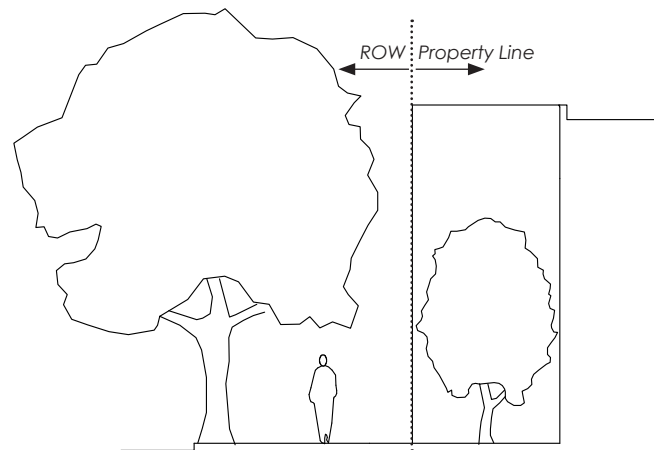
A Forecourt is a frontage wherein a portion of the facade is on the built-to-line and a portion (usually a central portion) is set back, creating a small court space. The space can be used as an entry or shared garden court for apartment buildings, or as an additional shopping or restaurant seating area within commercial and mixed-use areas. Forecourts may be landscaped or paved, depending on the ground floor uses. Forecourts may be combined with other frontage types, such as Shopfronts or Awnings.

Forecourts shall be at minimum ten feet in width and depth, however, the width of a Forecourt shall not exceed 30 percent of the overall facade width, and the depth shall be equal to or less than the width.

Eighty percent of the ground floor frontage should be transparent (windows or doors with glass panels) and 30 percent of the upper floor frontage should be transparent. The proportions and orientation of Forecourts should be carefully considered for solar orientation and user comfort.

Key Design Characteristics:

- A portion of the building is set back and provides building access;
- Forecourts may be combined with other frontage types;
- Forecourts may be landscaped or hardscaped, and may be elevated.



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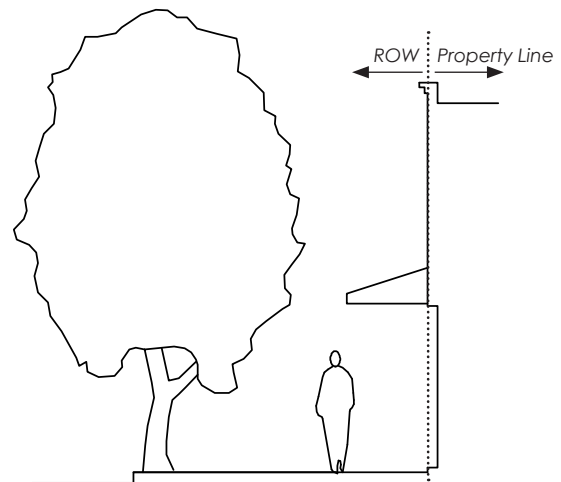
SHOPFRONT

A Shopfront is a frontage wherein the main facade of the building is at or near the property line, although partially recessed storefronts, such as recessed entrances, are common. Shopfronts are conventional for retail use. Shopfront frontages should have a canopy, awning or pedestrian-scale sign overhanging the sidewalk. The building entrance should be at sidewalk grade and provide direct access to a non-residential ground floor use.

Eighty percent of the ground floor frontage should be transparent (windows or doors with glass panels) and 30 percent of the upper floor frontage should be transparent.

Key Design Characteristics:

- Storefront with large, transparent windows and doors aligned with the property line;
- Entrance at sidewalk grade;
- Optional awnings project over the sidewalk.



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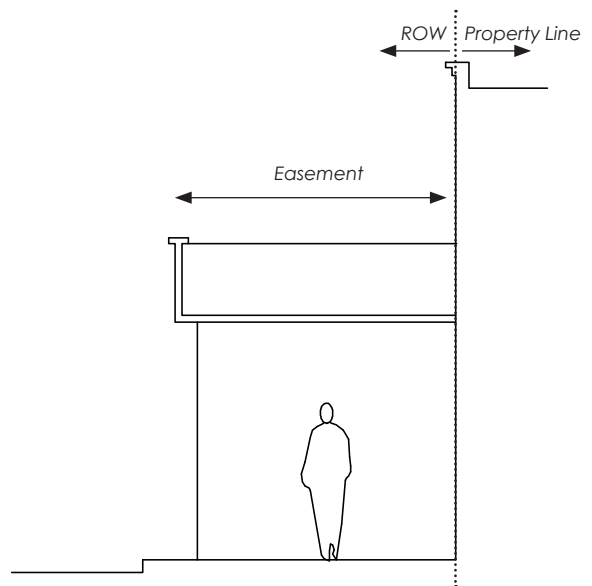
GALLERY

A Gallery is a frontage wherein the main facade is at the property line and the gallery element encroaches on the sidewalk. The entry should be at the same grade as the sidewalk. Galleries can be one story in a two story building, and two stories in a three story building. Galleries must have a consistent depth along a frontage and should be used with a Shopfront frontage. The upper floor of a gallery should be used as active balcony space serving upper floor residential and office uses.

The Gallery must extend close enough to the curb so that a pedestrian cannot bypass it. The space between the face of the curb and the outside face of the posts or columns should be 24 inches from curb face to provide sufficient room for overhanging bumpers but to discourage walking along the outside of the Gallery. Additionally, Galleries should provide a minimum of eight feet between the building facade and the inside of the posts or columns, and a minimum of 10 feet clearance above the sidewalk. Galleries are most effective if they are used on both sides of the street and for the entire length of the block.

Key Design Characteristics:

- Colonnade attached to the building facade projects over the sidewalk;
- Typically combined with storefronts.



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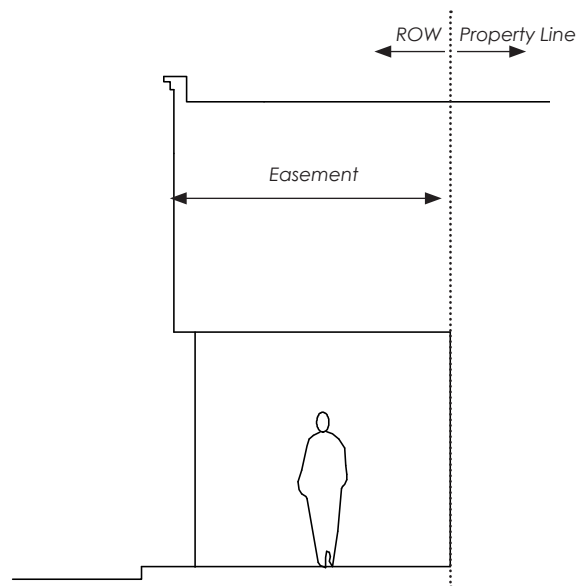
ARCADE

An Arcade is a frontage wherein a colonnade supporting habitable space overlaps the sidewalk, and the ground floor facade is aligned with the property line. Arcades should be used in conjunction with Shopfront frontages.

The Arcade must extend close enough to the curb so that a pedestrian cannot bypass it. The space between the face of the curb and the outside face of the posts or columns should be 24 inches from curb face to provide sufficient room for overhanging bumpers but to discourage walking along the outside of the Arcade. Additionally, Arcades should provide a minimum of eight feet between the building facade and the inside of the posts or columns, and a minimum of 10 feet clearance above the sidewalk. Arcades are most effective if they are used on both sides of the street and for the entire length of the block, and can be combined with Galleries.

Key Design Characteristics:

- Upper floors project into the right-of-way;
- Colonnades support the building mass above the sidewalk;
- Typically combined with Shopfronts.



No Spanish translation.
No hay traducción al Español.

STOOP

A Stoop is a frontage wherein the main facade is aligned close to the frontage line and the elevated stoop is built to the property line, engaging the sidewalk. The entrance is usually an exterior stair and landing. Building facades are set back just enough to provide space for the Stoop.

Stoops should be elevated a minimum of 18 inches and a maximum of 36 inches from the sidewalk to secure privacy for the windows. A Stoop's landing may be covered or uncovered, and should be at minimum four feet wide and four feet deep to provide sufficient usable space.

Landscaping on either side of the Stoop may be at grade or elevated, and may be surrounded by a wall not exceeding 24 inches in height. Landscaping should be limited to plants not exceeding 42 inches height at maturity.

Key Design Characteristics:

- Short stairs with small covered or uncovered landings provide access to the building;
- Stoop may be parallel or perpendicular to the sidewalk;
- Stoop may be combined with raised planting beds and low garden walls.



No Spanish translation.
No hay traducción al Español.

DOORYARD

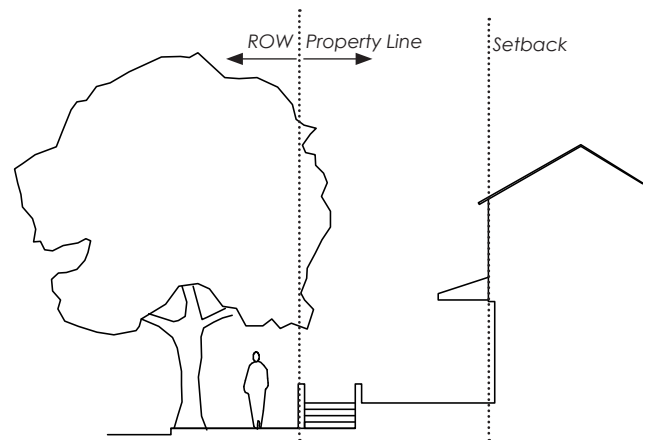
Dooryards are elevated gardens or terraces providing flexible outdoor space. If a building's ground floor use is residential, Dooryards are typically landscaped to provide additional buffer and privacy. If the ground floor use is commercial, Dooryards are typically hardscaped to provide outside seating or merchandise display areas.

Dooryards are enclosed by low garden walls built to the property line, with steps leading from the sidewalk to the elevated yard. Building facades are set back from the property line, and buildings are accessed directly from the Dooryards.

Garden walls enclosing the Dooryard should not exceed 42 inches in height. Landscaping should be limited to plants not exceeding 42 inches height at maturity.

Key Design Characteristics:

- Front yard is elevated and enclosed by a low garden wall;
- Steps lead from the sidewalk to the Dooryard, which provides direct access to the building.



No Spanish translation.
No hay traducción al Español.

5.9 MISCELLANEOUS STANDARDS

MOBILE VENDING CARTS
No part of a mobile vending cart shall encroach upon any part of the sidewalk frontage of any adjacent premises, right-of-way, or alley.
An operating establishment shall not sell, serve or allow consumption of alcoholic beverages from its mobile vending cart without receiving the required license from the State ABC. Alcoholic beverages shall be served from the mobile vending cart only if being consumed on-site at the establishment. Notwithstanding any contrary or different hours of operations in its alcoholic beverages license, an establishment shall not sell, serve or allow consumption of alcoholic beverages from a mobile vending cart after the mobile vending cart's closing time.
A mobile vending cart shall comply with all applicable building, health, safety, fire, zoning, and environmental standards.
SIDEWALK CAFÉS
No part of a sidewalk café area shall encroach upon any part of the sidewalk frontage of any adjacent premises, right-of-way, or alley.
A sidewalk café must leave a minimum five-foot unobstructed passageway for pedestrians along the length of the café. The five-foot pedestrian passageway must be free of planter strips, tree wells, or any other sidewalk vegetation. The passageway must also be free of streetlights, flag poles, trash receptacles, benches, or any other physical obstruction narrowing the width of the passageway.
An encroachment permit must be secured from the Public Works Department before operating a sidewalk café. The holder of a sidewalk café permit shall fully insure, indemnify, defend and hold harmless the City and in their capacity as such, the officers, agents, and employees thereof from and against any and all claims and damages in any way arising out of or through the acts or omissions of the permit holder or its employees in the construction, operation, maintenance, use, placement or condition of the sidewalk café. An applicant for a sidewalk café shall provide proof of such insurance before an encroachment permit may be issued or renewed.
A sidewalk café shall close and all café seating shall be removed from the café area no later than 11 p.m. The café area shall be cleared of all other furniture, debris, and obstructions to the sidewalk no later than midnight. Exceptions to this standard may be allowed with a Use Permit.
An operating establishment shall not sell, serve or allow consumption of alcoholic beverages on its sidewalk café without receiving the required license from the State ABC. Alcoholic beverages shall be served on the sidewalk café only in conjunction with the service of food. Notwithstanding any contrary or different hours of operations in its alcoholic beverages license, an establishment shall not sell, serve or allow consumption of alcoholic beverages on its sidewalk café after the sidewalk café's closing time.
The following are prohibited in the café area: cooking of food; unshielded trash or refuse storage; advertisements (exclusive of menus intended to be read from the café); outdoor entertainment, music, speakers or public address systems; and exclusively carry out transactions.
A sidewalk café shall comply with all applicable building, health, safety, fire, zoning, and environmental standards.

*No Spanish translation.
No hay traducción al Español.*

5.10 GLOSSARY

A complete Spanish language glossary can be found on page 119.

A. Definitions

Alcoholic Beverage Sales, Off-Premise: The retail sale of beer, wine, and/or spirits in sealed containers for off-site consumption, either as part of another retail use, or as a primary business activity.

Artisan Shop: Premises available for the creation, assemblage, and/or repair of artifacts, using hand-powered and table-mounted electrical machinery, and including their retail sale.

ATM or Bank: An automated teller machine (computerized, self-service machine used by banking customers for financial transactions, including deposits, withdrawals and fund transfers, without face-to-face contact with financial institution personnel), located outdoors at a bank, or in another location. Does not include drive-up ATMs. Includes banks.

Automobile Parts Sales: Stores that sell new or re-manufactured automobile parts, tires, and accessories. Establishments that provide installation services are instead included under "Auto repair garage."

Automobile Service Station: A building and/or lot or use having pumps and storage tanks where motor vehicle fuels or lubricating oil or grease or accessories for motor vehicles are dispensed, sold, or offered for sale at retail only, where deliveries are made directly into motor vehicles, including greasing and oiling on the premises and car washing and where repair services is incidental to the use. Incidental accessory retail sales are limited to a maximum of 2,500 square feet of convenience market.

Automobile Repair Garage: A service for general repair, rebuilding or reconditioning of engines, motor vehicles or trailers; towing service, collision service including body or frame, strengthening or repair, overall painting, or paint shop. Includes businesses dealing in used parts and tire recapping establishments.

B. Definitions

Bar, Tavern, Night Club:

Bar, Tavern: A business where alcoholic beverages are sold for on-site consumption, which are not part of a larger restaurant. Includes bars, taverns, pubs, wine bars and tasting rooms, and similar establishments where any food service is subordinate to the sale of alcoholic beverages. May also include beer brewing as part of a microbrewery ("brew-pub") and other beverage tasting facilities.

Night Club: A facility serving alcoholic beverages for on-site consumption, and providing entertainment, examples of which include live music and/or dancing, comedy, etc. Does not include adult oriented businesses.

Bed & Breakfast: A residential structure with one or more bedrooms rented for overnight lodging, where meals may be provided subject to applicable Health Department regulations.

Build-to Line (BTL): A property line along which a building façade must be placed.

Business Support Service: An establishment within a building that provides services to other businesses. Examples of these services include: computer-related services (rental, repair); copying, quick printing, and blueprinting services; film processing and photofinishing (retail); land mailing and mail box services.

C. Definitions

Car Wash: A place where motor vehicles are vacuumed, cleaned, washed and/or waxed. Does not include the retail sale of motor vehicle fuels.

Child Day-Care Facility: The provision of nonmedical care and supervision of minor children for periods of less than twenty-four hours. This land use includes the following types of facilities, all of which are required to be licensed by the California State Department of Social Services:

Child Day-Care Center: Commercial or non-profit child day-care facilities designed and approved to accommodate fifteen or more children. Includes infant centers, preschools, sick-child centers, and school-age day-care facilities. These may be operated in conjunction with other approved land uses, or as an independent land use.

Large Family Day-Care Home: A day-care facility located in a single-family residence where an occupant of the residence provides care and supervision for eight to fourteen children. Children under the age of ten years who reside in the home count as children served by the day-care facility.

Small Family Day-Care Home: A day-care facility located in a single-family residence where an occupant of the residence provides care and supervision for either six or fewer children, or eight or fewer children provided that no more than two of the children are under the age of two and at least two of the children are over the age of six. Children under the age of ten years who reside in the home count as children served by the day-care facility.

Commercial Recreation Facility, Indoor: An establishment providing indoor amusement and entertainment services as a primary use for a fee or admission charge, including: bowling alleys, coin-operated amusement arcades, electronic game arcades (video games, pinball, etc.), ice skating and roller skating, and pool and billiard rooms. Four or more electronic games or amusement devices (e.g., pool or billiard tables, pinball machines, etc.) in any establishment, or a premises where 50 percent or more of the floor area is occupied by electronic games or amusement devices, are considered a commercial recreation facility; three or fewer machines or devices are not considered a land use separate from the primary use of the site. This use does not include sex oriented businesses.

D. Definitions

Day Care Center: See Child Day-Care Facility.

Dwelling, or Dwelling Unit: A room or group of internally connected rooms that have sleeping, cooking, eating, and sanitation facilities, but not more than one kitchen, which constitute an independent housekeeping unit, occupied by or intended for one household on a long-term basis.

Dwelling, Multi-Family: A residential structure containing two or more dwelling units located either side by side or one on top of the other.

Fourplex or Larger: A building with four or more separate dwellings.

Rowhouse: A building with two or more single-family dwellings located side by side, with common walls on the side lot lines, the façades reading in a continuous plan.

Triplex: A building with three separate dwellings.

F. Definitions

Façade: The vertical surface of a building, generally set facing a street ("front façade").

Financial Services: Includes banks and trust companies, credit agencies, holding (but not primarily operating) companies, lending and thrift institutions, other investment companies, securities/commodity contract brokers and dealers, security and commodity exchanges, vehicle finance (equity) leasing agencies. Does not include check-cashing stores.

G. Definitions

General Retail: Stores and shops intended to serve as destination retail, rather than convenience shopping. Examples of these stores and lines of merchandise include: antique stores; art galleries, art supplies, including framing services; books, magazines, and newspapers; cameras and photographic supplies; clothing, shoes, and accessories, including boutiques and vintage clothing stores; collectibles (cards, coins, comics, stamps, etc.); drug stores and pharmacies; dry goods, fabrics and sewing supplies; furniture and appliance stores; general merchandise; hobby materials; home and office electronics; house plants or other nursery products, including cut flowers; jewelry, luggage and leather goods; musical instruments; small wares; specialty grocery stores; specialty shops; sporting goods and equipment; stationery, toys and games; variety stores; and videos, DVD's, records, CD's, including rental stores, but does not include drive-thrus.

Group Home: A dwelling unit licensed or supervised by any federal, State or local health/welfare agency which provides twenty-four-hour nonmedical care of unrelated persons who are not disabled but are in need of personal services, supervision, or assistance essential for sustaining the activities of daily living or for the protection of the individual in a family-like environment. Group Homes include: Children's homes; rehabilitation centers; and self-help group homes. Medical care may be provided in conjunction with group homes that provide alcoholism or drug abuse recovery or treatment services. Convalescent homes, nursing homes and similar facilities providing medical care are included under the definition of "Medical Services - Extended Care."

H. Definitions

Health/Fitness Facility: A fitness center, gymnasium, health and athletic club, which may include any of the following: exercise machines, weight facilities, or group exercise rooms; sauna, spa or hot tub facilities; indoor tennis, handball, or racquetball; archery and shooting ranges; other indoor sports activities; and indoor or outdoor pools.

L. Definitions

Library, Museum, Art Gallery: Public or quasi-public facilities, examples of which include: aquariums, arboretums, art galleries and exhibitions, botanical gardens, historic sites and exhibits, libraries, museums, planetariums, and zoos. May also include accessory retail uses such as a gift/book shop, restaurant, etc.

Live-Work Unit: An integrated housing unit and working space, occupied and utilized by a single household in a structure that has been designed or structurally modified to accommodate joint residential occupancy and work activity, and which includes:

1. Complete kitchen space and sanitary facilities in compliance with the Building Code; and
2. Working space reserved for and regularly used by one or more occupants of the unit.

Lodging: A facility (typically a hotel or motel) with guest rooms or suites, with or without kitchen facilities, rented to the general public for transient lodging. Hotels typically include a variety of services in addition to lodging; for example, restaurants, meeting facilities, personal services, etc. Also includes accessory guest facilities such as swimming pools, tennis courts, indoor athletic facilities, accessory retail uses, etc.

M. Definitions

Medical Services - Clinic, Urgent Care: A facility other than a hospital where medical, mental health, surgical and other personal health care services are provided on an outpatient basis. Examples of these uses include: medical offices with five or more licensed practitioners and/or medical specialties, outpatient care facilities, urgent care facilities, and other allied health services. These facilities may also include incidental medical laboratories. Counseling services by other than medical doctors or psychiatrists are included under "Offices - Professional/Administrative."

Medical Services - Doctor Office: A facility other than a hospital where medical, dental, mental health, surgical, and/or other personal health care services are provided on an outpatient basis, and that accommodates no more than four licensed primary practitioners (for example, chiropractors, medical doctors, psychiatrists, etc.) within an individual office suite. A facility with five or more licensed practitioners is instead classified under "Medical Services - Clinic, Urgent Care." Counseling services by other than medical doctors or psychiatrists are included under "Offices - Professional/Administrative."

Medical Services - Extended Care: Residential facilities providing nursing and health-related care as a primary use with in-patient beds. Examples of these uses include: board and care homes; convalescent and rest homes; extended care facilities; and skilled nursing facilities. Long-term personal care facilities that do not emphasize medical treatment are included under "Group Home."

Meeting Facility, Public or Private: A facility for public or private meetings, including: community centers; religious assembly facilities (e.g., churches, mosques, synagogues, etc.); civic and private auditoriums; and Grange halls, union halls, meeting halls for clubs and other membership organizations, etc. Also includes functionally related internal facilities such as kitchens, multi-purpose rooms, and storage. Does not include conference and meeting rooms accessory and incidental to another primary use, and which are typically used only by on-site employees and clients, and occupy less floor area on the site than the offices they support. Does not include: cinemas, performing arts theaters, indoor commercial sports assembly or other commercial entertainment facilities. Related on-site facilities such as day care centers and schools are separately defined, and separately regulated by this Form-Based Code.

Mixed-use: Multiple functions within the same building or the same general area through superimposition or within the same area through adjacency.

N. Definitions

Neighborhood Market: A neighborhood serving retail store of 8,000 square feet or less in gross floor area, primarily offering food products and merchandise oriented to daily convenience shopping needs. May be combined with smaller scale food service (e.g., delicatessen).

Nursery: A commercial agricultural establishment, where plants are propagated, grown or cultivated or from which source plants are offered for distribution or sale. Also includes establishments engaged in the sale of these products (e.g., wholesale and retail nurseries) and commercial-scale greenhouses. Does not include the outdoor production of ornamental plants in the soil on the site. The sale of house plants or other nursery products entirely within a building or greenhouse is also included under "General Retail."

O. Definitions

Office: Business, Service, Professional and Administrative.

Business, Service: Establishments providing direct services to consumers. Examples of these uses include employment agencies, insurance agent offices, real estate offices, travel agencies, utility company offices, elected official satellite offices, etc. This use does not include "Financial Services" or "ATM, Bank," which are separately defined.

Professional, Administrative: Office-type facilities occupied by businesses that provide professional services or are engaged in the production of intellectual property. Examples of these uses include: accounting, auditing and bookkeeping services; advertising agencies; attorneys; business associations and chambers of commerce; commercial art and design services; construction contractors (office facilities only); counseling services; court reporting services; design services including architecture, engineering, landscape architecture, urban planning, detective agencies and similar services; doctors; educational, scientific and research organizations; financial management and investment counseling; literary and talent agencies; management and public relations services; media postproduction services; news services; photographers and photography studios; political campaign headquarters;

psychologists; secretarial, stenographic, word processing, and temporary clerical employee services; security and commodity brokers; and writers and artists offices.

P. Definitions

Park, Playground: An outdoor recreation facility that may provide a variety of recreational opportunities including playground equipment, open space areas for passive recreation and picnicking, and sport and active recreation facilities.

Parking Facility, Public or Private: Parking lots or structures operated by the City, or a private entity providing parking for a fee. Does not include towing impound and storage facilities.

Personal Services: Establishments that provide non-medical services to individuals as a primary use. Examples of these uses include: barber shops and beauty salons; clothing rental; dry cleaning pick-up stores with limited equipment; home electronics and small appliance repair; laundromats (self-service laundries); locksmiths; massage (licensed, therapeutic, non-sexual); nail salons; pet grooming with no boarding; shoe repair shops; tailors; and tanning salons. These uses may also include accessory retail sales of products related to the services provided.

Projecting Sign: A sign other than a wall sign suspending from, or supported by, a structure and projecting outward.

R. Definitions

Residential Care, 6 or Fewer Clients: A single dwelling or multi-unit facility with six or fewer clients, licensed or supervised by a federal, State, or local health/welfare agency that provides 24-hour nonmedical care of unrelated persons who are handicapped and in need of personal services, supervision, or assistance essential for sustaining the activities of daily living or for the protection of the individual in a family-like environment. Does not include "Day Care Centers", which are separately defined.

Residential Care, 7 or more Clients: A single dwelling or multi-unit facility with seven or more clients, licensed or supervised by a federal, State, or local health/welfare agency that provides 24-hour nonmedical care of unrelated persons who are handicapped and in need of personal services, supervision, or assistance essential for sustaining the activities of daily living or for the protection of the individual in a family-like environment. Does not include "Day Care Centers," which are separately defined.

Restaurant, Cafe, Coffee Shop: A retail business selling ready-to-eat food and/or beverages for on - or off-premise consumption. Drive-thru services are not allowed in the MCD and MRD Zones. These include eating establishments where customers are served from a walk-up ordering counter for either on- or off-premise consumption ("counter service"); establishments where customers are served food at their tables for on-premise consumption ("table service"), that may also provide food for take-out; and establishments with sidewalk cafes and mobile vending carts. Mobile vending carts on private property are subject to all relevant health and safety regulations.

S. Definitions

School, Public or Private: Includes the following facilities:

Elementary, Middle, Secondary: A public or private academic educational institution, including elementary (kindergarten through 6th grade), middle and junior high schools (7th and 8th grades), secondary and high schools (9th through 12th grades), and facilities that provide any combination of those levels. May also include any of these schools that also provide room and board.

Specialized Education/Training: A school that provides education and/or training, including tutoring, or vocational training, in limited subjects. Examples of these schools include: art school; ballet and other dance school; business, secretarial, and vocational school; computers and electronics school; drama school; driver education school; establishments providing courses by mail; language school, martial arts; music school; professional school (law, medicine, etc.); and seminaries/religious ministry training facilities

Does not include pre-schools and child day care facilities (see “Day Care Center”). See also the definition of “Studio - Art, Dance, Martial Arts, Music, etc.” for smaller-scale facilities offering specialized instruction.

Setback: The mandatory distance between a property line and a building or appurtenance. This area must be left free of structures that are higher than three feet excluding fences, except as noted in the Development Standards.

Studio: Art, Dance, Martial Arts, Music, etc: Small scale facilities, typically accommodating no more than two groups of students at a time, in no more than two instructional spaces. Examples of these facilities include: individual and group instruction and training in the arts; production rehearsal; photography, and the processing of photographs produced only by users of the studio facilities; martial arts training studios; and gymnastics instruction, aerobics, and gymnastics studios with no other fitness facilities or equipment. Also includes production studios for individual musicians, painters, sculptors, photographers, and other artists.

T. Definitions

Theater, Cinema or Performing Arts: An indoor facility for group entertainment, other than sporting events. Examples of these facilities include: civic theaters, facilities for “live” theater and concerts, and movie theaters.

Transparency: The percentage of a building facade that is made from glazed clear glass.

Train/multi-modal depot: Passenger stations for vehicular and rail mass transit systems; also terminal facilities providing maintenance and service for the vehicles operated in the transit system. Includes buses, taxis, railway, etc.

U. Definitions

Use Permit: The terms Use Permit and Conditional Use Permit are used interchangeably in this document.

W. Definitions

Wireless Telecommunications Facility: Public, commercial and private electromagnetic and photoelectrical transmission, broadcast, repeater and receiving stations for radio, television, telegraph, telephone, data network, and wireless communications, including commercial earth stations for satellite-based communications. Includes antennas, commercial satellite dish antennas, and equipment buildings. Does not include telephone, telegraph, and cable television transmission facilities utilizing hard-wired or direct cable connections.

5.11 Glosario

Tome en cuenta que algunas de las definiciones contenidas en este documento puede ser diferente de, y además de las definiciones en el Código Municipal.

A. Definiciones

Alcoholic Beverage Sales, Off-Premise/Ventas de bebidas alcohólicas, fuera del local: La reventa de cerveza, vino, y / o bebidas de consumo fuera del sitio que sean espirituosas en recipientes cerrados, ya sean como parte de otro uso de reventa , o como una actividad de negocio principal.

Artisan Shop/Tienda Artesanal: Locales disponibles para la creación, asamblea y / o reparación de artefactos, utilizando maquinaria de mano maquinaria eléctrica montada en mesa, e incluyendo la reventa.

ATM or Bank/Cajero Automático o Banco: Una máquina de cajero automático (máquina automatizada, auto-servicio utilizado por clientes del banco para las transacciones financieras, incluyendo depósitos, retiros y transferencias de fondos, sin contacto cara a cara con el personal de la institución financiera), al aire libre situado en un banco, o en otra ubicación. No se incluyen los cajeros automáticos dirigidos para conducir hacia los cajeros por fuera de la institución financiera. Incluye los bancos.

Automobile Parts Sales / Partes de Automóviles de Venta: Tiendas que venden partes de automóviles nuevos o re-manufacturados, neumáticos y accesorios. Los establecimientos que ofrecen servicios de instalación en cambio se incluyen en "garaje de reparación de automóviles."

Automobile Service Station / Automóvil Estación de Servicio: Un edificio y / o lote o utilización de las bombas y tanques de almacenamiento que tiene en los combustibles de vehículos de motor o aceite lubricante o grasa o accesorios para vehículos de motor se dispensan, vendido o puesto a la venta al por menor sólo, cuando las entregas se hacen directamente en vehículos de motor, incluyendo engrase y lubricación de los locales y el lavado del coche y donde los servicios de reparación relacionados con el uso. Incidentales minoristas de venta de accesorios se limitan a un máximo de 2.500 metros cuadrados de mercado de conveniencia.

Automobile Repair Garage / Reparación de Automóviles Garaje: Un servicio para la reparación general de la reconstrucción o reacondicionamiento de los motores, los vehículos de motor o remolques, servicio de remolque, servicio de colisión, incluyendo el cuerpo o el marco, el fortalecimiento o la reparación, pintura en general, o taller de pintura. Incluye las empresas la negociación de las piezas utilizadas y los establecimientos del neumático recauchutado.

B. Definiciones

Bar, taberna, club de noche:

Bar, taberna: Un negocio donde se venden bebidas alcohólicas para el consumo en el lugar, que no forman parte de un restaurante más grande. Incluye bares, tabernas, pubs, bares y salas de vino, y establecimientos similares, donde cualquier servicio de alimentos está subordinada a la

venta de bebidas alcohólicas. También puede incluir la elaboración de cerveza como parte de una cervecería ("brew-pub") y otras salas de probar muestras de bebidas.

Night Club/Club de noche: Una instalación de servir bebidas alcohólicas para su consumo en el lugar, y proveer entretenimiento, que incluyen ejemplos de música en vivo y / o danza, comedia, etc. No incluye los Negocios orientados a adultos.

Bed & Breakfast/Alojamiento y Desayuno: Una estructura residencial con una o varias habitaciones de alquiler de noche, donde las comidas se puede proporcionar con sujeción a los reglamentos del Departamento de Salud.

Build-to Line (BTL): Una línea a lo largo de la propiedad que debe ser una fachada del edificio situado.

Business Support Service/Apoyo a las empresas de servicios: Un establecimiento en un edificio que presta servicios a otras empresas. Ejemplos de estos servicios incluyen: servicios de computadora (alquiler, reparación), copias, impresión rápida, y servicios de heliográfica; procesamiento de película y fotoacabado (de reventa); distribución de los servicios de correo.

C. Definiciones

Car Wash / Autolavado: Un lugar donde los vehículos de motor aspirado, limpieza, lavado y / o encerado. No incluye la venta al por menor de combustibles para vehículos de motor.

Child Day-Care Facility/ Guarderías de Niños Infantiles: El provisto de asistencia no-médica y la supervisión de los niños menores durante períodos de menos de veinticuatro horas. Este uso de la tierra incluye los siguientes tipos de instalaciones, todos los cuales deben ser autorizados por el Departamento de Estado de Servicios Sociales:

Child Day-Care Center/ Centro de Día para la Atención de Niños: Instalaciones de atención de niños comercial o sin fines de lucro diseñados y aprobados para acomodar a quince o más niños. Incluye centros infantiles, centros preescolares, centros de niños enfermos, y las instalaciones de niños de edad escolar. Estos pueden ser operados en conjunto con otros usos aprobado, o como un uso terrenal independiente.

Large Family Day-Care Home/Grande Cuidado Familiar de día en Hogar: Un centro de cuidado en una residencia unifamiliar, donde el ocupante de la residencia proporciona cuidado y supervisión de ocho a catorce niños(as). Los menores de diez años que residen en la casa cuentan como los niños atendidos por el centro de cuidado.

Small Family Day-Care Home/ Pequeño Cuidado Familiar de Día en Hogar: Un centro de cuidado en una residencia unifamiliar, donde el ocupante de la residencia proporciona cuidado y supervisión, ya sea para niños de seis o menos, o niños de ocho o menos, siempre que no más de dos de los niños están bajo la edad de dos años y al menos dos de los hijos son mayores de seis años. Los niños menores de diez años que residen en la casa cuentan como los niños atendidos por el centro de cuidado.

Comercial Recreation Facility, Indoor/Centro de Recreación Comercial, Interior: Institución donde se provee la diversión interior y servicios de entretenimiento como el uso principal de un cargo de comisión

o de admisión, incluyendo: salas de boliche, salas de juegos que funcionan con monedas, salas de juegos electrónicos (videojuegos, billar, etc), salas de patinaje de hielo y salas de patinaje y piscina y billar. Cuatro o más juegos electrónicos o dispositivos de entretenimiento (por ejemplo, las tablas, la piscina o de billar, máquinas de pinball, etc) en cualquier establecimiento, o un lugar donde se ocuparon el 50 por ciento o más de la superficie del suelo por los juegos electrónicos o dispositivos de entretenimiento, se consideran un centro comercial de la recreación, tres o menos máquinas o dispositivos no se consideran un uso separada del uso principal del sitio. Este uso no incluye los Negocios sexo-orientados.

D. Definiciones

Day Care Center/Centro de Cuidado de Día: Referir a "Child Day-Care Facility."

Dwelling, or Dwelling Unit/Vivienda, o la Unidad de Vivienda: Una sala o grupo de habitaciones conectadas internamente para dormir, cocinar, comer, e instalaciones de saneamiento, pero no más de una cocina, que constituyen una unidad independiente de limpieza, que ocupa o destinados a un hogar en un tiempo -base plazo.

Dwelling, Multi-Family/Vivienda, Multi-Familiar: Una estructura residencial, con dos o más unidades de vivienda ubicadas a cada lado a lado o uno encima del otro.

Fourplex o mayor: Un edificio con cuatro o más viviendas separadas.

Rowhouse/Fila-Vivienda: Un edificio con dos o más viviendas unifamiliares situada al lado del otro, con paredes comunes en las líneas de banda mucho, las fachadas de lectura en un plan continuo.

Triplex: Un edificio con tres viviendas independientes.

F. Definiciones

Facade/Fachada: La superficie vertical de un edificio, generalmente situado frente a una calle ("fachada principal").

Financial Services/Servicios financieros: Incluye bancos y sociedades fiduciarias, las agencias de créditos, que contienen (pero no todo en funcionamiento) las empresas, el crédito y el ahorro instituciones, otras compañías de inversión, valores / producto corredores contrato y distribuidores, los intercambios y la seguridad de los productos básicos, vehículo financiero (capital) las agencias de arrendamiento financiero. No se incluyen las tiendas de cobro de cheques.

G. Definiciones

General Retail/Venta General: Tiendas y comercios destinados a servir reventa, en lugar de ir de compras conveniencia. Ejemplos de estas tiendas y líneas de mercancía son: tiendas de antigüedades, galerías de arte, artículos de arte, incluyendo la elaboración de servicios, libros, revistas y periódicos, cámaras y productos fotográficos, ropa, zapatos y accesorios, incluyendo boutiques y tiendas de ropa de época, de colección (cartas, monedas, cómics, sellos, etc), droguerías y farmacias, abarrotes, telas y artículos de costura, tiendas de muebles y electrodomésticos, mercancías generales, materiales afición; electrónica

para el hogar y la oficina, plantas de interior o de otros productos infantiles, incluyendo flores cortadas, productos de joyería, artículos de equipaje y artículos de cuero, instrumentos musicales, artículos pequeños, tiendas especializadas en alimentación, tiendas especializadas, artículos y equipamiento deportivos, juguetes de escritorio y juegos, tiendas de variedades, y videos, DVD's, discos, CD's, incluyendo las tiendas de alquiler, pero no incluye unidad de drive-thrus.

Group Home/Grupo principal: Una unidad de vivienda autorizadas o supervisadas por algún problema de salud federal, estatal o local agencia de bienestar social / que proporciona cuidado de no-médicos veinticuatro horas del día de las personas no relacionadas que no son discapacitados, pero se necesitan los servicios de personal, supervisión, o la asistencia esencial para sostener las actividades de la vida diaria o para la protección del individuo en un ambiente familiar. Casas de grupo incluyen: hogares infantiles, centros de rehabilitación, y hogares de grupos de autoayuda. La atención médica se puede proporcionar en relación con el grupo de hogares que proporcionan la recuperación de alcoholismo o abuso de drogas o los servicios de tratamiento. Hogares de convalecencia, hogares de ancianos e instalaciones similares que ofrezcan posibilidades de atención médica se incluyen en la definición de "Servicios Médicos -. Cuidado Extendido"

H. Definiciones

Health, Fitness Facility/Instituciones de Salud y Condición: Un centro de condición, gimnasio, club de salud y deportivos, que pueden incluir cualquiera de los siguientes: salas de máquinas de ejercicios, instalaciones de peso, o grupo de ejercicios, sauna, spa o instalaciones de jacuzzi, tenis sala, balonmano, o raqueta; rangos de tiro con arco y tiro, otras actividades de deportes de interior, y las piscinas cubiertas o al aire libre.

L. Definiciones

Library, Museum, Art Gallery/Biblioteca, Museo, Galería de Arte: Ejemplos de instalaciones públicas o cuasi-públicas, de los cuales incluyen: acuarios, jardines botánicos, galerías de arte y exposiciones, jardines botánicos, sitios históricos y de exposiciones, bibliotecas, museos, planetarios y zoológicos. También puede incluir usos al por menor de accesorios tales como un regalo / librería, restaurante, etc.

Live-Work Unit/Unidad de Vivienda-trabajo: Una unidad de vivienda integrada y espacio de trabajo, ocupados y utilizados por una sola familia en una estructura que ha sido diseñado o modificado en su estructura para dar cabida a conjuntos residenciales de ocupación y actividad laboral, y que incluye:

1. espacio de la cocina completa y las instalaciones sanitarias en el cumplimiento de la Ley del suelo, y
2. El espacio de trabajo reservados y utilizados regularmente por uno o más ocupantes de la unidad.

Lodging/Alojamientos: Una instalación (por lo general un hotel o motel) con habitaciones y suites, con o sin instalaciones de cocina, alquilada al público en general para alojamiento transitorio. Hoteles suelen incluir una variedad de servicios además de los alojamientos, por ejemplo, restaurantes, salas de reuniones,

servicios personales, etc. También incluye las instalaciones accesorias de evaluación, tales como piscinas, pistas de tenis, instalaciones deportivas de interior, accesorios de uso comercial, etc.

M. Definiciones

Medical Services – Clinic, Urgent Care/Servicios Médicos - Clínica de Atención de Urgencias: Una instalación que no sea un hospital, donde se proporcionan médicos, salud mental, cirugía y otros servicios de asistencia sanitaria en régimen ambulatorio. Ejemplos de estos usos incluyen: consultorios médicos con cinco o más profesionales de la licencia y / o especialidades médicas, centros de atención ambulatoria, centros de atención urgente, y otros servicios de salud. Estas instalaciones también pueden incluir accesorios laboratorios médicos. Los servicios de consejería por los médicos o psiquiatras que no se incluyen en "Oficinas - Profesional / Administración."

Medical Services – Doctor Office/Servicios Médicos – Oficina de Doctor: Una instalación que no sea un hospital, donde médicos, dentales, mentales, quirúrgicos y / u otros servicios de asistencia sanitaria se proporcionan en forma ambulatoria, y que tiene capacidad para no más de cuatro profesionales de primaria con licencia (por ejemplo, quiroprácticos, médicos, psiquiatras, etc) dentro de una suite de oficina individuales. Una planta con cinco o más profesionales con licencia en vez clasificados en "Servicios Médicos -. Clínica de Atención de Urgencia" Los servicios de consejería por otros que los médicos o psiquiatras se incluyen en "Oficinas - Profesional / Administración."

Medical Services – Extended Care/Servicios Médicos - Cuidado Extendido: Las instalaciones residenciales proveyendo asistencia y cuidados relacionados con la salud como uso principal con camas de hospitalización. Ejemplos de estos usos son: casas de pensión y cuidado, hogares de convalecencia y de descanso; establecimientos de atención prolongada, y centros de enfermería especializada. Servicios personales a largo plazo del cuidado que no hacen hincapié en el tratamiento médico se incluyen en "Grupo de Hogar".

Meeting Facility, Publico r Private/Sala de Juntas, públicas o privadas: Una instalación para las reuniones públicas o privadas, tales como: centros comunitarios, centros religiosos (por ejemplo, iglesias, mezquitas, sinagogas, etc); auditorios cívicas y privadas, y pasillos Granja, salones de sindicatos, salas de reuniones para los clubs y otras organizaciones de membresía, etc También se incluye una relación funcional con las instalaciones internas, tales como cocinas, salas de usos múltiples, y el almacenamiento. No cuenta con salas de conferencias y reuniones de accesorios e incidentales a otro uso principal, y que suelen ser utilizados únicamente por los empleados y clientes, y ocupan menos superficie en el sitio que el que las oficinas de apoyo. No incluye: cines, teatros realizando artes, asambleas comerciales e interiores de deportes u otros centros de entretenimiento comercial. Relacionados con instalaciones en sitio, tales como las guarderías y las escuelas que se definen por separado, y regulados por separado de este Código basada en formularios.

Mixed-use/De uso mixto: Funciones múltiples el mismo edificio o en la misma área a través de la superposición o dentro de la misma área a través de adyacencia.

N. Definiciones

Neighborhood Market/Mercado en Vecindad: Un vecindad que sirve tienda de reventa de 8,000 pies cuadrados o menos en el área superficie, principalmente ofreciendo productos alimenticios y de mercancías orientadas a las necesidades diarias en compras. Puede combinarse con servicios más pequeños de alimentos a escala (por ejemplo, cafetería).

Nursery /Jardinería: Un establecimiento comercial agrícola, donde se reproducen las plantas, crecen o cultivadas las plantas de origen y se ofrecen para su distribución o venta. También incluye los establecimientos dedicados a la venta de estos productos (por ejemplo, vivero de reventa, venta al por mayor) y los invernaderos a escala comercial. No incluye la producción de plantas ornamentales al aire libre en la tierra del sitio. La venta de plantas de casa o de otros productos de vivero íntegramente dentro de un edificio o de efecto invernadero también se incluyen en "Reventa General al por menor."

O. Definiciones

Office/Oficina: Negocios, Servicios, Profesionales y Administración.

Business, Service/Negocios, Servicio: Los establecimientos que prestan servicios directamente a los consumidores. Ejemplos de estos usos incluyen las agencias de empleo, oficinas de agentes de seguros, oficinas de bienes raíces, agencias de viajes, oficinas de servicios públicos, oficinas elegidas oficialmente para satélite, etc Este uso no incluye "servicios financieros" o "cajero automático, banco," que se definen por separado .

Profesional, Administrativo: Tipo-Oficina ocupado por las empresas que prestan servicios profesionales o se dedican a la producción de la propiedad intelectual. Ejemplos de estos usos incluyen: servicios de contabilidad, auditoria y teneduría de libros, agencias de publicidad, abogados, asociaciones empresariales y cámaras de comercio, el arte comercial y de servicios de diseño, contratistas de la construcción (oficina solamente), servicios de asesoramiento, servicios de reportar a la corte, servicios de diseño, incluyendo la arquitectura , ingeniería, arquitectura del paisaje, el urbanismo, las agencias de detectives y otros servicios similares, los médicos, educación, organizaciones de ciencias y de investigación, manejar finanzas e inversión, literarias y agencias de talento, la gestión y de relaciones públicas, servicios de postproducción de los medios de comunicación, servicios de noticias, fotógrafos y estudios de fotografía, la sede de campaña política, psicólogos, secretariado, procesamiento estenográfica, computación, y los servicios temporales de empleados, los agentes de seguridad y de los productos básicos, y oficinas de los escritores y artistas.

P. Definiciones

Park/Parque, Zona de juegos: Un centro de recreación al aire libre que pueden proporcionar una variedad de oportunidades recreativas como juegos infantiles, áreas de espacios abiertos para la recreación pasiva y merendar en el campo, e instalaciones deportivas y de recreación activa.

Parking Facility/Alquiler de estacionamiento, públicas o privadas: Los estacionamientos o estructuras operado por la Ciudad, o una entidad privada que presta el aparcamiento de pago. No incluye remolque de incautación e instalaciones de almacenamiento.

Personal Services/Servicios Personales: Los establecimientos que prestan servicios no médicos a los individuos por uso primario. Ejemplos de estos usos son: peluquerías y salones de belleza; o el alquiler de la ropa; limpieza de ropa en seco y recoger la con equipo limitado, electrónica para el hogar y reparación de electrodomésticos pequeños, lavanderías (auto-servicio de lavandería), cerrajeros, masajes (con licencia, terapéuticos, no sexual), salones de uñas, aseo de mascotas sin internado, tiendas de reparación de calzado, sastres, y salones de bronceado. Estos usos pueden incluir también accesorios de venta al por menor de productos relacionados con los servicios proveídos.

Projecting Sign/Proyección Signo: Un signo que no sea un letrero de la pared en forma suspensión, o apoyadas por una estructura y proyección hacia el exterior.

R. Definiciones

Residencial Care/Cuidado Residencial, 6 o menos clientes: Una sola vivienda o la instalación de múltiples unidades con seis o menos clientes, autorizadas o supervisadas por un Estado federal, estatal o local de salud / agencia de bienestar social que brinda atención las 24 horas no médicos de las personas no relacionadas con discapacidades y en la necesidad de los servicios personal, supervisión, o la asistencia esencial para el sostenimiento de las actividades de la vida diaria o para la protección del individuo en un ambiente familiar. No incluye los "Hogares de Cuidado Diario de Niños", que se definen por separado.

Cuidado Residencial, 7 o más clientes: Una sola vivienda o la instalación de múltiples unidades con siete o más clientes, autorizadas o supervisadas por un problema de salud federal, estatal o local o agencia de bienestar social que brinda atención las 24 horas no médicos de las personas no relacionadas con discapacidades y en la necesidad de los servicios de personal, supervisión, o la asistencia esencial para el sostenimiento de las actividades de la vida diaria o para la protección del individuo en un ambiente familiar. No incluye los "Hogares de Cuidado Diario de Niños", que se definen por separado.

Restaurante, Bar, Cafetería: Un negocio de venta al por menor de alimentos listos para comer y / o bebidas para el - o el consumo fuera del establecimiento. Servicios de Drive-thru "no están permitidos en las zonas de FBC, VC y VB. Estos incluyen establecimientos de comida donde los clientes se sirven de un "walk-up pedido contra, ya sea para el consumo dentro o fuera de la premisa (" mostrador de servicio "), los establecimientos donde los clientes se sirven los alimentos en sus mesas para el consumo en las instalaciones (" servicio de mesa"), que también pueden resultar útiles para llevar comida, y los establecimientos con cafés al aire libre y móvil carros de venta. Carros móviles de venta de la propiedad privada están sujetos a todas las normas sanitarias y de seguridad.

S. Definiciones

School, Public or Private/La escuela, pública o privada: Incluye las siguientes instalaciones:

Elemental, Intermedia, Secundaria: Una institución académica pública o privada, incluidas las escuelas de primaria (de kindergarten a sexto grado), intermedia y secundaria (grados 7 ° y 8 °), secundarias (grados 9 al 12), y las instalaciones que proporcionan cualquier combinación de esos niveles. También puede incluir alguna de estas escuelas que también proporcionan alojamiento y comida.

Specialized Education Training/Especializada Educación, Entrenamiento: Una escuela que ofrece educación y / o entrenamiento, incluida la tutoría o la formación profesional, en temas limitados. Ejemplos de estas escuelas son: la escuela de arte, ballet y la escuela de danza, otros Negocios, secretariado, y la escuela profesional, computadoras y escuela de electrónica, la escuela de teatro, escuela de manejo, los establecimientos que proporcionan cursos por correo, escuela de idiomas, artes marciales, escuela de música; escuela profesional (derecho, medicina, etc), y seminarios, religiosas instalaciones de capacitación en el ministerio

No incluye pre-escuelas y centros de cuidado infantil (véase el "Centro de Día"). Véase también la definición de "Studio - Arte, Danza, Artes marciales, música, etc" para las instalaciones de menor escala que ofrece instrucción especializada.

Setbacks/Retraqueo: La distancia obligatoria entre la línea de propiedad y un edificio o pertenencia. Esta área debe quedar libre de estructuras que son superiores a tres pies de exclusión de las cercas, excepto como se indica en las Normas de Desarrollo.

Studio/Estudio: Arte, danza, artes marciales, música, etc: instalaciones a pequeña escala, por lo general con capacidad no superior a dos grupos de estudiantes a la vez, en no más de dos espacios de instrucción. Ejemplos de estas instalaciones son: instrucción individual y de grupo y la formación en las artes, ensayo de producción, fotografía, y el procesamiento de fotografías realizadas sólo por los usuarios de las instalaciones de estudio, entrenamiento de artes marciales, la instrucción y la gimnasia, aeróbic, estudios de gimnasia con no otros productos o equipos. También incluye estudios de producción para los músicos individuales, pintores, escultores, fotógrafos y otros artistas.

T. Definiciones

Theater/Teatro, Cine y Artes Escénicas: Una facilidad interior para el entretenimiento del grupo, excepto los acontecimientos deportivos. Ejemplos de estas instalaciones incluyen: salas civiles, las instalaciones para "vivir" de teatro y conciertos, y cines.

Transparency/Transparencia: El porcentaje de la fachada del edificio que está hecho de vidrio transparente cristal.

Train/Tren/multimodal almacén: Las estaciones de pasajeros para los sistemas de tránsito vehicular y ferroviario, también instalaciones de las terminales que proporcionan mantenimiento y servicio para los vehículos operados en el sistema de tránsito. Incluye autobuses, taxis, trenes, etc.

U. Definiciones

Use Permit/Permiso de Uso: Los términos de Permiso de Uso y Permiso de Uso Condicional se utilizan indistintamente en este documento.

W. Definiciones

Wireless/Las telecomunicaciones inalámbricas: Público, comercial y privada transmisión electromagnética y fotoeléctricos, de radiodifusión, repetidor y recepción de emisoras de radio, televisión, telégrafo, teléfono, red de datos y comunicaciones inalámbricas, incluidas las estaciones comerciales de comunicaciones por satélite. Incluye antenas, antenas parabólicas de satélites comerciales, edificios y equipos. No incluye teléfono, telégrafo, cable y servicios de transmisión de televisión que utilizan cableados o conexiones directas por cable.